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THE

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OF PUBLIC AFFAIRS

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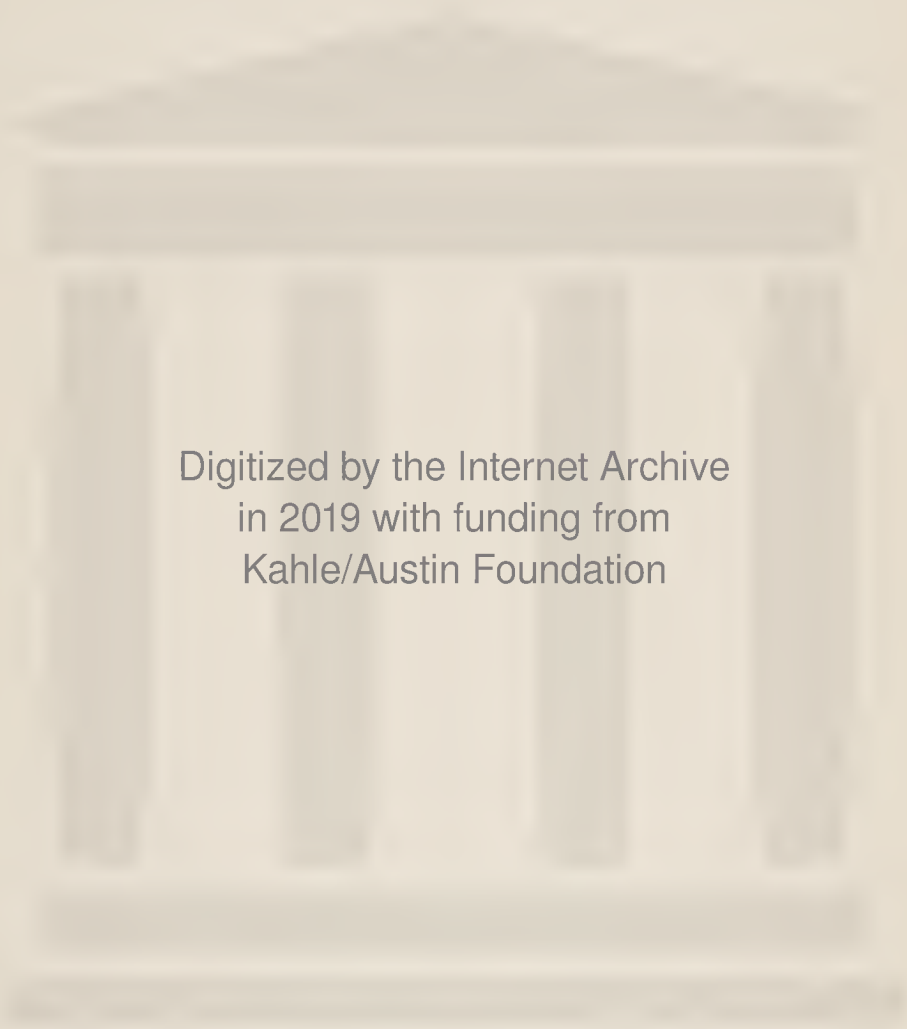

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HER ROYAL HIGHNESS
THE PRINCESS PATRICIA OF CONNAUGHT

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THE CANADIAN ANNUAL REVIEW OF PUBLIC AFFAIRS 1912

BY
J. CASTELL HOPKINS, F.S.S.

TWELFTH YEAR OF ISSUE

ILLUSTRATED

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TO

Major J. Cooper Mason, D.S.O.

WHO HAS GIVEN PATRIOTIC SERVICE TO
THE EMPIRE IN SOUTH AFRICA
AND TO HIS COUNTRY IN
THE MILITIA OF
CANADA

BY

HIS SINCERE FRIEND

THE AUTHOR

007400

MRS. ROBERT LAIRD BORDEN.
Wife of the Prime Minister of Canada.

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CANADIAN BOOKS OF 1912*

NOVELS AND ROMANCES.

Name of Book.	Author.	Publisher.
Rayton—A Backwoods Missionary	Theodore G. Roberts	Boston: L. C. Page.
Corporal Cameron	Rev. C. W. Gordon (Ralph Connor)	Toronto: Westminster Co.
The Toll of the Tides	Theodore G. Roberts	Toronto: Bell & Cockburn.
The Consort	Mrs. Everard Cotes	London: Stanley Paul.
A Rebellion	F. Douglas Reville	Brantford: Privately Published.
A Diana of Quebec	Jean N. McIlwraith	Toronto: Bell & Cockburn.
The Best of a Bad Job	Norman Duncan	Toronto: Henry Frowde.
Crossed Swords	Mrs. M. W. Alloway	Toronto: Wm. Briggs.
Marcus Holbeach's Daughter	Alice Jones	Toronto: McLeod & Allen.
The Long Patrol	H. A. Cody	Toronto: Wm. Briggs.
The Black Creek Stopping House	Mrs. Nellie L. McClung	Toronto: Wm. Briggs.
The Chronicles of Avonlea	L. M. Montgomery	Boston: L. C. Page.
The Sheriff of Badger	George Pattullo	New York: Appleton.
The Record of a Silent Life	Anna Preston	New York: Heubach.
Lady Eleanor: Law Breaker	Robert Barr	New York: Rand, McNally.
Alexander's Bridge	Willa S. Cather	Toronto: McClelland-Goodchild.
A Wilderness Wooing	W. Victor Cook	Toronto: Bell & Cockburn.
The Flower of the North	J. O. Curwood	Toronto: Musson.
The Red Lane	Holman Day	Toronto: Wm. Briggs.
Stories and Verses	Mary Stewart Durie (Gibson)	Toronto: Privately Published.
The One and I	Elizabeth Freemantle	Toronto: Musson.
Love in Manitoba	Canon E. A. W. Gill	Toronto: Musson.
The Lady of the Snows	Edith O. Harrison	Toronto: McClelland-Goodchild.
The Lad Felix	Henry Miller (H. M. Wodson)	Toronto: Wm. Briggs.
The Going of the White Swan	Sir Gilbert Parker	New York: Appleton.
The Brentons	Annie Chaplin Ray	Toronto: McClelland-Goodchild.
A Man in the Open	Roger Pocock	McLeod & Allen.
Maid of the Whispering Hills	Vingie E. Roe	Toronto: Wm. Briggs.
The Traitor	F. Clifford Smith	Toronto: Wm. Briggs.
The Amishman	Judge George Smith (Clyde Smith)	Toronto: Wm. Briggs.
The Turning Point	Chas. Sparrow	Toronto: Wm. Briggs.
A Cry in the Wilderness	Mary E. Waller	Toronto: McClelland & Goodchild.
The Wildcatters: A Tale of Cobalt	S. A. White	Toronto: Wm. Briggs.

HISTORY, POLITICS AND BIOGRAPHY.

Name of Book.	Author.	Publisher.
Ottawa Canadian Club Addresses (Edited)	F. A. Acland	Ottawa: Mortimer Press.
Toronto Canadian Club Addresses (Edited)	F. D. L. Smith	Toronto: Warwick & Rutter.
Morven: The Highland United Empire Loyalist	Robert Sellar	Huntingdon: *Gleaner.*
Brock: The Hero of Upper Canada	T. G. Marquis	Toronto: Robert Glasgow.
Le Marquis de Montcalm	Hon. Thomas Chapais	Quebec: J. P. Garneau.
Reminiscences	Sir Richard J. Cartwright	Toronto: Wm. Briggs.
Wolfe	Lieut.-Colonel Wm. Wood	Toronto: Robert Glasgow.
Montcalm	Lieut.-Colonel Wm. Wood	Toronto: Robert Glasgow.
History of the 12th York Rangers	Capt. A. T. Hunter	Toronto: Murray Ptg. Co.

* NOTE.—A number of Books reviewed on pages 671-679 are not mentioned in this List.

Name of Book.	Author.	Publisher.
Legends of Vancouver	E. Pauline Johnson	Vancouver: Privately Printed.
The Story of our Country	J. Castell Hopkins	Toronto: Winston & Co.
The Kingdom Papers	J. S. Ewart, K.C.	Ottawa: Privately Printed.
Our Task in Canada	R. G. McBeth, M.A.	Toronto: Westminster Co.
Canada and the French-Canadian	T. H. Boggs	Boggs, Hanover, N.H.
Some Reminiscences of Old Victoria	Edgar Fawcett	Toronto: Wm. Briggs.
The Evolution of the Prairie Provinces	W. S. Herrington, B.A.	Toronto: Wm. Briggs.
Leading American Inventors	George Iles	New York: Holt.
The Book of Woodcraft and Indian Lore	Ernest Thompson-Seton	Toronto: Musson.
History of New France	Marc Lescarbot (Re-published)	Champlain Society.
Journey from Prince of Wales Fort on Hudson Bay to the Northern Ocean, 1769-1772.	(Re-published)	Toronto: Champlain Society.
Through Trackless Labrador	Hesketh Pritchard	Toronto: Wm. Briggs.
Tales of the Porcupine Trails	Milton Yorke	Toronto: Musson.
8th Report Ontario Bureau of Archives (Edited)	Alex. Fraser, LL.D.	Toronto: King's Printer.
Histoire des Seigneurs de la Rivière du Sud	L'Abbe A. C. Despris	St. Hyacinthe: *La Tribune*.
Catholic Centennial Souvenir, 1812-1912		Winnipeg: West Canada Co.

CANADIAN WORKS OF REFERENCE.

Name of Book.	Author.	Publisher.
The Canadian Annual Review of Public Affairs, 1911	J. Castell Hopkins	Toronto: Annual Review Co.
Canada To-Day, 1912		London: *Canada*.
Canadian Men and Women of the Time	Henry J. Morgan	Toronto: Wm. Briggs.
Review of Historical Publications Relating to Canada	Prof. G. M. Wrong, H. H. Langton	Toronto: University.
The Parliamentary Guide (Edited)	E. J. Chambers	Ottawa: Mortimer Co.
Heaton's Annual (Edited)	Ernest Heaton	Toronto: Heaton.
The Canada Year Book (Edited)	Archibald Blue	Ottawa: Dept. Agriculture.
The Canadian Catholic Directory		Toronto: Catholic Pub. Co.
The Annual Financial Review (Edited)	W. R. Houston	Toronto: Houston.
Houston's Directory of Directors. 1912		Toronto: Houston.

MONOGRAPHS AND PAMPHLETS.

Name of Book.	Author.	Publisher.
Historical Memoirs of Clifton, N.B.	R. W. Wetmore	Privately Printed.
The Hamilton Manufacturer (Edited)	C. R. McCullough	Hamilton: Ontario Engraving Co.
Problems of Colonization	Ernest Heaton, B.A.	Toronto: Heaton.
The Days of Old and Days of Gold		Victoria: King's Printer.
The Flag of Canada	Sir Joseph Pope, K.C.M.G.	Ottawa: Privately Printed.
Canada and the Empire	C. A. Magrath	Ottawa: Privately Printed.
Pour La Justice	H. Bourassa, C. H. Cahan, K.C.	Montreal: *Le Devoir*.
The Semi-Centennial Celebration	C. R. McCullough	Hamilton: Ontario Engraving Co.
Why the Navy Act Should be Repealed	H. Bourassa	Montreal: *Le Devoir*.
The Naval Question	John Boyd	Montreal: Privately Printed.
Address to N. Y. Canadian Club	Sir Edmund Walker, C.V.O.	Toronto: Privately Printed.
Historical Sketch of the Bank of Montreal	J. Castell Hopkins	Toronto: Wm. Briggs.

Name of Book.	Author.	Publisher.
Historical Sketch, Ontario Department of Agriculture	J. Castell Hopkins	Toronto: Wm. Briggs.
Historical Sketch, The British America Assurance Co.	J. Castell Hopkins	Toronto: Wm. Briggs.
The Naval Question	Victor E. Mitchell, K.C.	Montreal: Privately Printed.
Canada's Canal Problem and its Solution		Toronto: Privately Printed.
Papers: Niagara Historical Society	No. 22	Niagara: Privately Printed.
Papers: Niagara Historical Society	No. 23	Niagara: Privately Printed.
Civil and Criminal Practice in Ontario	Hon. W. R. Riddell	New York: Privately Printed.
The Courts of Ontario	Hon. W. R. Riddell	New York: Privately Printed.
Banking as a Public Service	Sir Edmund Walker, C.V.O.	Toronto: Privately Printed.
The Single Tax Humbug in Vancouver.	F. C. Wade, K.C.	Vancouver: *The Province.*
The Canadian Method of Preventing Strikes	W. L. Mackenzie King	New York: Railway Association.
Canada: For the Millions of Great Britain	T. W. Sheffield	Bristol: Arrowsmith.

MISCELLANEOUS.

Name of Book.	Author.	Publisher.
I Believe That	Alan Sullivan	Toronto: Tyrrell.
The Innocents: A Christmas Story	Rev. A. P. Stratford	Montreal: Lovell.
From Tenderfoot to Scout	A. C. Ruddy	Toronto: Wm. Briggs.
Treatise on Harmony	D. J. Humphrey Anger	Boston Music Co.
The Christian View of the World	Prof. G. J. Blewett	Toronto: Wm. Briggs.
The Science of Spiritual Life	Rev. Marshall P. Talling	New York: F. H. Revell.
McConnell's Vanity Fair	Caricatures by Newton McConnell	Toronto: McConnell.
A Colonial Governor in Maryland	Lady Edgar	Montreal: Renouf.
Index of Canadian Cases Judicially Noticed, 1823-1910 (Edited)	E. R. Cameron, K.C.	Toronto: Carswell Co.
Canadian Case Law Annual Digest (Edited)	W. E. Lear	Toronto: Carswell Co.
King's Law of Criminal Libel in Canada	John King, K.C.	Toronto: Carswell Co.
Mystery of Golf	T. Arnold Haultain	London: Macmillan.
Just Before the Dawn (in Japan)	R. C. Armstrong	London: Macmillan.
Report of Conservation Commission in 1912		Montreal: Lovell.
The Way to Union	A. S. Morton	Toronto: Briggs.
The History of Psychology, Ancient and Patristic	G. S. Brett	London: Macmillan.
The Preacher and the Modern Mind	Prof. George Jackson	Toronto: Briggs.
The Interpretation of Religious Experience	Prof. John Watson	London: Macmillan.
Book of Woodcraft	Ernest Thompson-Seton	Toronto: Wm. Briggs.
The Forester's Manual	Ernest Thompson-Seton	Toronto: Musson.
Wholesale Prices in Canada, 1912	Report by R. H. Coats, F.S.S.	Ottawa: Government Bureau.
The Sunday Law in Canada	G. S. Holmstead	Toronto: Poole & Co.
The Marriage Law of Canada	G. S. Holmstead	Toronto: Poole & Co.
Matrimonial Jurisdiction in Ontario and Quebec	G. S. Holmstead	Toronto: Poole & Co.

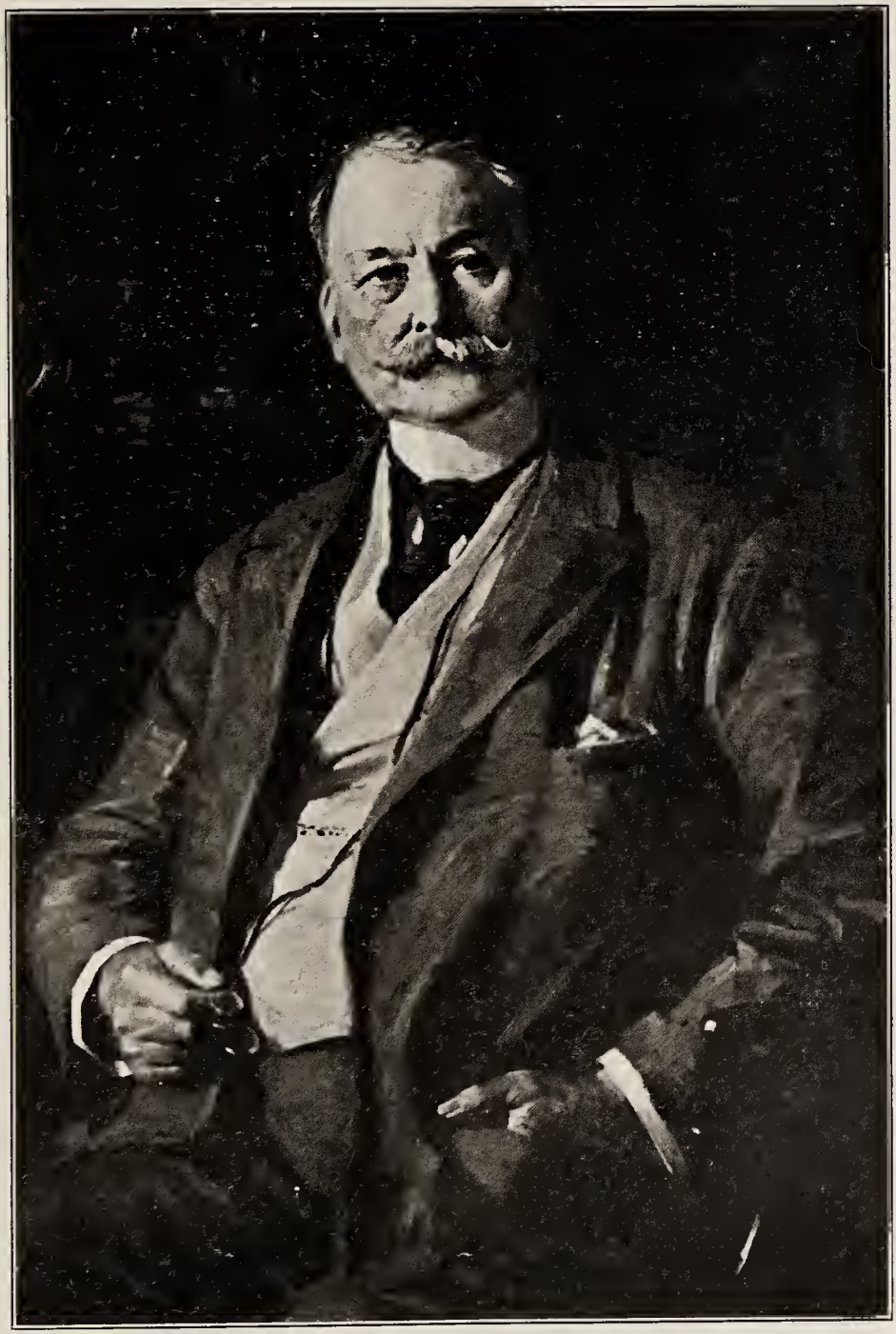
POETRY AND DRAMA.

Name of Book.	Author.	Publisher.
Irish Poems	Arthur Stringer	Toronto: McClelland & Goodchild.
Poems (Memorial Edition) of George Murray, B.A. (Edited)	John Reade	Montreal: E. G. O'Connor.
Le Miroir des Jours	Albert Lozeau	Montreal: *Le Devoir.*
Wood Notes Wild	J. W. Robertson	Toronto: Wm. Briggs.

Name of Book.	Author.	Publisher.
The Poems of Wm. Henry Drummond	Complete Edition	New York: Putnams.
Songs of the Makers of Canada.	J. D. Logan	Toronto: Wm. Briggs.
Canadian Canticles		Toronto: Musson.
Le Paon d' Email	Paul Morin	Paris: Lemene.
The Light of Genius and Other Poems	Mrs. R. T. Scott	Toronto: Wm. Briggs.
Fugitives	Alex. Louis Fraser	St. John: *Globe*.
Last Songs from Vagabondia	Bliss Carman	Toronto: McClelland & Goodchild.
Life Thoughts	Paul R. Ager	Toronto: Wm. Briggs.
Our Destiny, and Other Poems.	Ernest J. Bowden	Toronto: Wm. Briggs.
Fragments	Mrs. M. L. Hope	Toronto: Wm. Briggs.
Indian Tales	Mrs. M. L. Hope	Toronto: Wm. Briggs.
Canadian Heart Songs	C. W. McCrossan	Toronto: Wm. Briggs.
Lyrics and Poems	A. R. Michie	Toronto: Wm. Briggs.
Poems and Addresses	Robert Nairn	Toronto: Wm. Briggs.
Niagara and Nature Worship	Wm. Sharpe, M.D.	Toronto: Wm. Briggs.
Poems of F. H. B.		Toronto: Wm. Briggs.
Voices from the Range	Rhoda Sivell	Toronto: Wm. Briggs.
The Songs of Frank Lawson		Toronto: Wm. Briggs.

Books About Canada—Not Written By Canadians

The Boy's Parkman	L. S. Hasbrouck	Toronto: McClelland & Goodchild.
A Boy of the Dominion	F. S. Brereton	Toronto: Copp Clark.
Self-Government in Canada	F. Bradshaw	Toronto: McClelland & Goodchild.
Bliss Carman: A Study in Canadian Poetry	H. D. C. Lee	Buxton: *Herald* Co.
Provincial and Local Taxation in Canada	Solomon Vineberg, Ph.D	London: P. S. King.
Making Good in Canada	F. A. Talbot	London: A. & C. Black.
Ten Thousand Miles Through Canada	Rev. Joseph Adams	Toronto: McClelland & Goodchild.
Lord Durham's Report on British North America (Edited).	Sir Charles P. Lucas	London: Clarendon Press.
Hidden in Canadian Wilds	John MacKay	Toronto: Bell & Cockburn.
In Northern Labrador	Wm. Brookes Cabot	Toronto: Bell & Cockburn.
From Halifax to Vancouver	B. Pullen-Bury	Toronto: Bell & Cockburn.
Canadian Trails	E. G. F. Walker	Toronto: Musson.
The Province of Alberta	Leo Thwaites	Toronto: Musson.
The Imperial Highway (The C.P.R.)	A. N. Homer, F.R.G.S.	London: Causton & Sons.
How to Make Good in Western Canada	Fred A. Talbot	Toronto: Macmillan.
Ranching in the Canadian West.	A. B. Stock	London: Macmillan.
Canada's Story Told to Boys and Girls	H. E. Marshall	Boston: Stokes.
Canadian North-West as It Is To-day	J. M. Cook	Los Angeles: Cook.
Sport in Vancouver and Newfoundland	Sir John Rogers	London: Dutton.
With the Indians in the Rockies.	J. Willard Schultz	Boston: Houghton.
A Home Help in Canada	Ella C. Sykes	London: Smith, Elder.
Reminiscences of the Yukon	Hon. S. Tollemache	Toronto: Briggs.
Canada in Colour: A Portfolio.	Harold Copping Emily P. Weaver	London: Religious Tract Society.
British Columbia: Its History, People, Commerce, Industries and Resources	H. J. Boam A. G. Brown	London: Sells Ltd.
Trails, Trappers and Tenderfeet in Western Canada	Stanley Washburn	Toronto: McClelland & Goodchild.
A Fisherman's Summer in Canada	F. G. Aflalo	Toronto: McClelland & Goodchild.
Among the Eskimo Hunters of Labrador	S. K. Hutton	Toronto: Musson.



Mr. Daniel Robert Wilkie.

President of the Imperial Bank of Canada. Elected President of the Canadian Bankers' Association, 1912.

THE CANADIAN ANNUAL REVIEW

I.—THE NAVAL QUESTION

The Defence of the Empire

As, in 1911, the great issue before the Canadian people was the problem of their relations with the United States so, in 1912, the chief question was also external —their relations with the Empire and with Foreign countries through and by reason of that relationship. Action in other parts of the Empire as to Defence was varied in nature and detail; opinions expressed as to constitutional and naval issues were many; the actual conditions important in any study of the Canadian situation. At the 1909 Defence Conference Australia had supported the Admiralty in its suggestion of a Pacific fleet composed of Australian ships and those of New Zealand and Canada, which should take charge of the Pacific so far as British interests were concerned; and had since then proceeded with the establishment of the Royal Australian Navy. It had spent upon this project in three years (including the estimates of $27,500,000 for 1912-13) the large total of $65,000,000; under the plan propounded by Admiral Sir Reginald Henderson at the request of, and accepted by, the Fisher Government this Australian Navy was to have 23 warships in commission by 1918 and 52 by 1933 costing, with Naval works and docks as well as submarines, torpedoes, etc., $442,500,000. The cost of maintenance in 1911-12 was $7,500,000; in 1932-33 it was estimated at $25,000,000.

The first part of this programme was the Fleet unit, approved by the Admiralty in 1909 and composed of one Dreadnought cruiser, three smaller cruisers, six destroyers and three submarines, and in 1912 it was well under way. On May 30, the *Melbourne,* the second Australian cruiser (the *Australia* having been launched in 1911 and completed in October, 1912) was launched at Birkenhead, while on August 29th another, the *Sydney,* was launched at Glasgow. The difference between this policy and any of the Canadian plans was that Australia recognized the imperative British necessity for a fleet in Pacific waters and undertook to protect both its own and Imperial interests by creating and maintaining one in those waters. The compulsory training system, under which every male between the ages of 18 and 21 must receive military training and perform military duties, was being worked out along the lines of Lord Kitchener's recommendations; the Victorian State Government on July 1 an-

nounced that in future British firms would have a preference over the Krupp-German interests in tendering for railway requirements in that State; Sir George H. Reid, Australian High Commissioner, spoke in various Canadian centres and took the ground that the duty and interest of Canada, as of Australia, lay in protecting and promoting the power of the Empire Navy on the high seas or, as he put it in Toronto (September 3): "I think I have a right to say after what we have done in Australia, that whatever the Empire has got to do, or is willing to do, to strengthen the hands of our Motherland, ought to be done quickly." Negotiations were commenced with New Zealand for combined Naval action, and on September 26th Mr. Fisher, Premier of Australia, approved the idea of holding biennial personal consultations with British Military and Naval authorities and of return visits by Imperial Ministers to the various Dominions. He did not approve (December 10 in London *Times*) the appointment of an Australian representative on the Imperial Defence Committee.

New Zealand offered its Dreadnought, costing $10,000,000, for use wherever the Admiralty deemed best; it was launched as H.M.S. *New Zealand* and completed in October. Shortly afterwards the Government announced that another would be built if it were required. This little Dominion also presented a cash contribution of $500,000 to the Imperial Naval funds, and its new Prime Minister (Hon. W. F. Massey) announced on Sept. 25th that they were expending altogether $3,750,000 a year on Defence and had 28,000 men under compulsory military training; Sir Joseph Ward, the ex-Premier, supported the Contribution policy (Oct. 3) and the Hon. Thomas Mackenzie, new High Commissioner in London, said on Oct. 9th: "I am not a believer in local navies, scattered all over the Empire, under separate control and direction, even in time of peace, much less of war. I am a profound believer in one Empire and one Navy and I am glad to say that the New Zealanders as a whole are as deeply committed to that principle as I am." The Government which he represented approved the Australian proposals for united action up to a certain point, and on Nov. 27th Admiral King-Hall, Commander of the Australian Navy, expressed at Auckland, N.Z., the hope that there would "eventually be established a Pacific fleet as a unit of the Imperial navy and comprising divisions from Canada, Australia, and New Zealand." Mr. Allen, Minister of Defence, left for England in December to consult with the Admiralty.

South Africa discussed the question under varied conditions of racial and political difficulty, but a Defence Bill expending $2,500,000 a year was finally approved which proposed to organize within two years a system of military training for every citizen between the ages of 17 and 25. Sir Richard Solomon, High Commissioner in London, declared on May 21st "that South Africa would shortly take upon itself its share in the burden of maintaining an Imperial Navy that would help to defend the Empire as a whole." In this statement he was afterwards supported by Sir David Graaf, one of General Botha's Ministers. The preceding contributions of Natal ($175,000 a year)

and Cape Colony ($250,000 a year) had already been continued by the Union. In August General Beyers, Commandant-General of the Citizen Defence Force, visited England and on the 26th said to the *Daily Mail* that: "The South Africa Coast Defence force will be available for purposes of the Imperial Navy in any part of the Empire, and we have made provision to obtain from the Imperial Government coast garrison troops and to pay them out of the Union Exchequer. The Coast Defence and Marine Corps show that South Africa is fully alive to the naval as well as the military necessities of defence, but for the present we shall just continue our small Naval contribution." Speaking at Durban on Sept. 26th Sir Thomas Smartt, the new Leader of the Unionist Opposition, stated that "the first thing Unionists would do when they got into power would be to recognize the obligations of South Africa by an increased Naval contribution." At Magaliesburg, on Oct. 1st, General Botha deprecated the making of this question a party issue and declared that he "recognized that something would have to be done to protect the Oversea trade, which he wished to see increase, but public opinion was at present not sufficiently mature on this subject." On Nov. 23rd, at Standerton, he announced that the Cabinet was considering the offer of a new Naval contribution to the Empire but would first consult the Admiralty.

On Nov. 18th it was announced that the Federated Malay States—represented by the Sultans of Perak, Selangor and Penang, the Yam Tuan of Negri-Sembilan, the Chinese and three other members of the Federal Council—including a population of 1,035,000, had offered one first-class armoured Battleship to Great Britain, costing $11,000,000, to be paid for in five years, and that this offer had been accepted by the Admiralty with "deep gratitude." The London *Times'* comment was that "such an offering from subject peoples to an Empire swayed by an alien and distant race has found no place in history hitherto. It reveals the Empire in a keen and sudden light as a Power without a parallel for recognizing the most divergent levels of civilization." On Nov. 30th it was stated in the London Press that an influential group of native Princes, rulers and statesmen in India were engaged upon a plan of voluntary contribution to the Naval protection of that great Empire—having it may be said a sea-borne trade in 1910-1911 of $1,300,000,000—which might run up to £25,000,000. In Canada, meanwhile, and during much of the year 1912, politicians, Parliament, Press and people were discussing the plans and policy of the Borden Government in this connection.

Great Britain's Naval Policy and Action

During this far-flung discussion and varied action Great Britain had, meantime, continued the steady, systematic construction of battleships. The year commenced with Mr. Winston Churchill, as First Lord of the Admiralty, re-organizing the management of that Department by creating Intelligence, Operations, and Mobilization Divisions and appointing Sir Francis J. S. Hopwood, as an additional Civil Lord of the Admiralty, to be a sort of business manager and Rear-Admiral

Sir E. C. Troubridge as Chief of its War Staff. At Glasgow on Feb. 9th Mr. Churchill handled the Naval situation with characteristic clearness: "The purposes of British naval power are essentially defensive. We have no thought—and we never had any thought—of aggression. There is, however, this difference between the British Naval power and the naval power of the great and friendly Empire—and I trust it may long remain the great and friendly empire—of Germany. The British Navy is to us a necessity and from some points of view the German Navy is to them more in the nature of a luxury. Our naval power involves British existence. It is existence to us; it is expansion to them. We cannot menace the power of a single Continental hamlet nor do we wish to do so no matter how great and supreme our Navy may become; but on the other hand, the whole fortunes of our race and Empire, the whole treasure accumulated during many centuries of sacrifice and achievement would perish and be swept utterly away if our Naval supremacy were to be endangered."

He was confident as to the future. "Whatever may happen abroad," he concluded, "there will be no whining heard; no signals of distress will be hoisted, no cries for help or succour will go out. We will face the future as our ancestors have faced it, without disquiet, without arrogance, but with solid and inflexible determination. We should be the first Power to welcome any retardation or slackening of rivalries. We will meet any such slackening, not by words, but by deeds; but if there is to be an increase—if there are to be increases—upon the Continent of Europe we shall have no difficulty in meeting them to the satisfaction of the country at large." On the same day Lord Haldane, Lord Chancellor, left for Berlin on what was avowedly a peace mission and he was received with natural courtesy by the Emperor and his leading statesmen. What Mr. Premier Asquith described in the House (Feb. 15) as "informal and non-committal conversations" took place with a result of "unmistakable evidence of a sincere and resolute desire on both sides for the establishment of a better footing between us." To a Manchester audience on Feb. 18th Sir Edward Grey, Foreign Secretary, put the situation thus: "A margin of Naval strength is essential to us not for purposes of conquest, not for domination, but as a condition necessary to enable us to live on equal terms with other nations that have armies much greater than our own. With an Army kept within the limits within which ours is kept, the proper margin of Naval strength as against any probable combination likely to be brought against us is essential to the defence of this country. Without that we should be exposed to the risk of being struck down in our own house without power to resist. That is a risk from which Continental nations protect themselves by large armies."

The Navy estimates for 1912-13 were presented to Parliament by Mr. Churchill on Mch. 12th and totalled £44,085,400, or about $220,000,000, with 4 new large armoured battleships, 8 light armoured cruisers and 20 destroyers to be laid down, and a total of 10 battleships, 6 battle-cruisers (including one each for Australia and New

Zealand), 8 second-class protected cruisers (including two for Australia), 2 unarmoured cruisers, 31 destroyers, 15 submarines and 2 river gunboats. As to Canadian policy the First Lord could say nothing definite except that "the Admiralty will earnestly co-operate in any scheme which will enable Canada to take a real and effective part in the Naval defence of the Empire." Speaking in the Commons on Mch. 18th, Mr. Churchill declared the supremacy of British Naval power at the moment to be absolute. "We possess more Dreadnoughts than any two Powers to-day. But if all the Dreadnoughts in the world were sunk to-night our naval superiority would be far greater than it is at the present time. We cannot imagine any naval war which would not tend steadily to increase the relative fighting value of the large resources we possess in pre-Dreadnoughts until, as time went on, quite old vessels would come out and play an important part."

He deprecated the building of ships a day before they were needed and declared that the Admiralty was "prepared to guarantee, absolutely, the main security of the country and of the Empire, day by day during the next few years, and if the House should grant us what we ask for the future, this prospect may be indefinitely extended." He stated that any "slowing down" by Germany in construction would be at once followed by Great Britain and deprecated war and the rivalry of nations but concluded as follows: "Still, we cannot conceal from ourselves the fact that we live in an age of incipient violence and strong and deep-seated unrest. The utility of war, even to the victor, may in most cases be an illusion. Certainly all wars of every kind will be destitute of any positive advantage to the British Empire. But war, itself, if it ever comes, will not be an illusion. The Admiralty must leave to others the task of mending the times in which we live, and confine ourselves to the more limited and more simple duty of making quite sure that whatever the times may be, our Island and its people will come safely through them." Following this came a reorganizing of Fleets—the first and principal one with 8 squadrons being confined to Home waters and the Atlantic.

Then came the announcement of Germany's increased Naval programme and on Apl. 3rd the British Cabinet stated that 6½ millions sterling or $32,500,000 would be at once appropriated for an Emergency Construction Fund. On May 9th the King inspected the British Aerial fleet and witnessed manœuvres which were said to prove its superiority of character, if not in numbers, over any other similar fleet. At the same time His Majesty witnessed a great display of warships and, three days later, the First Lord of the Admiralty announced that on May 1st the Destroyers of the Fleet had commenced a continuous all-the-year-round patrol of the British coasts. Speaking on May 15, in London, Mr. Churchill dealt with the Naval action of the outer Dominions as follows: "Arrangements should be made to give to the Dominions a full measure of control over movements in peace of any Naval forces which, with our help, they may bring into efficient existence. In war-time we know our countrymen over seas will have only one wish; to encounter the enemy wherever

need and danger are most severe. An important thing is that gaps should be filled so that while we in the Old Country guard the decisive centre our comrades and brothers across the seas shall keep the flag flying on the oceans of the world." Almost at the same moment the Admiralty was accepting New Zealand's battleship for service in Home waters and on May 29th, after much public discussion as to Britain's Naval weakness in the Mediterranean, Mr. Premier Asquith and Mr. Churchill held at Malta a Conference with Admiral Sir E. Poe, General Sir Ian Hamilton and F. M. Lord Kitchener to deal with a situation created primarily by requirements in the North Sea. As to this situation Admiral Lord Charles Beresford, in the press of July 22nd, vigorously denounced the abandonment of the Mediterranean (with its British trade of $1,000,000,000) and urged the following proposals:

1. The food supply of the country should be secured against panic by the establishment of granaries.
2. A selected number of merchant vessels on each trade route should be equipped with guns and trained gunners.
3. The garrisons of Malta, Gibraltar and Egypt should be increased and the armament strengthened.
4. The ships of the fully-manned fleet should be increased in number. At present there are 223 vessels in commission for the manœuvres. Only 123 are really efficient for a sudden emergency.

He defended these suggestions on the ground that "we are in a state of potential war." Speaking in the Commons (July 22nd) Mr. Churchill dealt elaborately and technically with the new German programme which was described as "a remarkable expansion of strength and efficiency as applied, particularly, to striking power." A considerable British re-organization had, therefore, become necessary and eight battleships from the Mediterranean and the Atlantic had been brought to Home waters. He declared that British policy, in view of the five large successive increases in German naval strength in 14 years, of the current development in Austrian construction and of the awful suddenness and destructiveness which characterizes naval warfare, must be one of "steady and systematic development of our Naval force—untiring and pursued over a number of years." After describing in detail the new demands of the situation Mr. Churchill stated that during the past few weeks it had been "a source of comfort and encouragement to have by our side the Prime Minister and other Ministers of Canada." It was "like the touch of the strong hand of a friend when serious business had to be done." Mr. Borden and his colleagues had been given every possible information and he was authorized to say that Canadian aid would be an addition to the existing British fleet and would not be delayed "pending the development and settlement of a final and permanent Naval arrangement." As to the rest:

The task of maintaining the Naval power of the Empire under existing conditions is a heavy one. All the world is arming as it has never armed before. We have simultaneous building by many nations of great

modern ships of war. We have to protect Dominions and territories scattered over every continent and across every ocean. Well do we understand the truth of Mr. Borden's words 'The day of peril is too late for preparation.' There is an earnest desire on the part of the self-governing Dominions to assist in the common defence of the Empire. The time is now come to make that disposition effective. Apart altogether from material aid the moral effect of the arrival on the blue waters of those new nations of the British Empire cannot be measured. A united British Empire carries with it the safety of its component parts, and the safety of the British Empire probably carries with it the peace of the world. If we are told that the beginnings of co-operation in Defence must carry with them the beginnings of association in policy then I say that both measured by Defence and by Policy the co-operation of the Dominions with the United Kingdom will be of inestimable benefit to the strength of the Empire and the general cause of peace

Mr. A. J. Balfour, in following, described the situation as too grave for partisan criticism, declared that the preservation of peace by adequate preparation, with all its costliness, was better than war, and hoped that the fleets of the *Triple Entente*—Britain, France and Russia—would be adequate to meet any emergency. He described the interests of Canada as closely bound up in these matters with the interests of Britain. The Premier (Mr. H. H. Asquith) declared that "the increase in the number of our ships, in the *personnel* of our fleet, in its superior equipment, in the expenditure which all these things entail, is in the first place to maintain the security of our shores, our Dominions, and our commerce, and in the next place to ensure the peace of the world." As to Canadian policy he could make no definite statement; it was for Mr. Borden to do that upon his return to Ottawa. "Whatever it may be I am perfectly certain that it will be adequate to the dignity and to the patriotic spirit of the great Canadian Dominion, and we shall receive it here as an acknowledgment that we are true co-partners in this great Empire, that its burdens and responsibilities are shared between the Mother Country and the Dominions, and that we cannot either in peace or war isolate ourselves from one another." In the matter of Canadian representation in the machinery of Imperial government he could only say that "we share with our great Dominions the feeling, which has become more and more conscious and more and more articulate as years have gone on throughout every part of the Empire, that we have a common heritage and common interests and that in the enjoyment of that heritage and in the discharge of the duties those interests involve we are more and more conscious partners one with the other."

Three days later Mr. Asquith reiterated the peaceful aims of his Government and of England. "We covet no heritage, we have no inclination or temptation to extend in any way the range of our responsibilities. But, these responsibilities are world-wide, and if we are compelled to divert from other purposes more productive, more advantageous to mankind, the sums which we are now spending for the maintenance of our supremacy at sea, I am speaking what every one in the House knows to be absolutely and literally a fact, when I say that expenditure is regarded by us simply as an insurance, a neces-

sary insurance, of which the Government of this country and the House of Commons are, or ought to be, the faithful and vigilant trustees." As to this general situation a cable in the Toronto *Star* (Lib.) declared on July 27th that: "The people of England are beginning to think that we may at any moment be confronted by a condition of actual hostilities. Our arsenals have for months worked day and night completing stores of armaments. England has absolutely no desire for war. Boasting has died away. The 'Mafeking' spirit has vanished. The nation stands ready for battle, yet longing for peace. Undoubtedly, however, the conviction is rapidly gaining ground among all classes that war is almost inevitable." Another change took place at the Admiralty when Mr. Churchill announced on Sept. 8th a revision and review of its work. In future the functions and duties, or charges of the more important officials would be as follows: First Lord—General direction of all business; First Sea Lord—Organization for War and distribution of the Fleet; Second Sea Lord—*Personnel;* Third Sea Lord—Material; Fourth Sea Lord—Stores and Transport; Civil Lord—Works, Buildings and Greenwich Hospital; Additional Civil Lord—Contracts and Dockyards' business; Parliamentary Secretary—Finance; Permanent Secretary—Admiralty business. On Sept. 11th the First Lord was able to announce a definite concentration of Naval forces in the Mediterranean by Britain and France, combined, as the result of special arrangements which would, he thought, absolutely safeguard British interests in those waters.

Toward the close of the year various British leaders made definite and clear statements as to the Naval situation from a national point of view. Lord Roberts, on Sept. 23rd., described the Mediterranean changes as a very serious matter: "It is the most important of our bread routes. Two-thirds of our supplies come to us from Southern Russia and India by its waters. Unless we are masters in that sea we cannot continue to hold Malta and Gibraltar and our position in India will be seriously jeopardised." He was very pessimistic as to the condition of the Army. "Moreover," he added, "our Naval supremacy is being challenged by a nation whose fleets are rapidly becoming as numerous and as powerful as ours, and—what is a most important consideration—every single vessel of the former can be concentrated in one sea, while a large proportion of our Navy must necessarily always be engaged in protecting the vessels conveying our food supplies." The Rt. Hon. F. E. Smith, M.P., a Conservative leader, declared in a London paper at this time that Great Britain had witnessed "'ever-growing, silently, swiftly and relentlessly a fleet avowedly built to menace ours, belonging to the strongest military nation in the world, and compassing England with an atmosphere of peril more serious than we have breathed since the Napoleonic war." Following the recrudescence of the Eastern question, with all its hidden perils and complexities, came Lord Roberts' remarkable speech at Manchester on Oct. 22nd:

> Now in this year 1912 as in 1866 and in 1870, war will take place the instant the German forces are, by superiority from every point of view,

as certain of victory as anything in human calculation can be. Germany strikes when Germany's hour has struck. That is the time-honoured policy of her Foreign Office. Under that policy Germany has within the last ten years sprung at a bound from one of the weakest of naval Powers to the greatest naval Power, save one, on the globe. It is but yesterday, so to speak, that the British fleets did not feel the furrows of the German war-keel on the wide seas. To-day every British warship and every British merchant vessel thrills in all its iron nerves to that mighty presence. . . . We have lost command of every sea save one, the North Sea, and our supremacy over that sea is now a matter of dispute. Whereas your forefathers traded as of right on every sea, you now only trade by sufferance of other Powers. Germany always advances—towards complete supremacy by land and sea. She has built a mighty fleet, but still she presses on, here establishing a new Heligoland—for every available Island in the North Sea now has been strongly fortified—there encircling Holland in a network of new canals; elsewhere deepening old river beds for the swifter transport of munitions of war. How impressive is this magnificent, unresting energy? It has the mark of true greatness. It extorts admiration even from those against whom it is directed.

He urged a strengthening of the Army as well as the Navy. Lord Charles Beresford at Portsmouth on Oct. 25th endorsed this appeal and declared that Britain's situation was "never more serious." Vigorous protests followed, and Mr. Walter Runciman, a member of the Government, denounced (Oct. 25th) Lord Roberts' statements as "deplorable and pernicious." The rivalry between England and Germany was "more commercial than military." At Sheffield, however, on the 30th Mr. Churchill pressed these warnings home and told those who feared Militarism and suspected statesmen that the Balkan war had come in a night and despite rulers and diplomats. "Faced with this manifestation who is the man bold enough to say that force is never the remedy? Who is the man foolish enough to say that martial virtues do not play a principal part in the health and honour of every people? Who is the man vain enough to suppose that the long antagonisms of history can always be adjusted by the smooth superficial conventions of politicians and ambassadors? . . . . We live in a world of unceasing change. A spirit of decay pervades all human arrangement. No race, no Empire, no institution, reposes for any length of time on past virtues and past achievements. Unless we renew our strength continually and revise and exhort without ceasing those impulses of comradeship and duty which are the true sources of national strength, we cannot hope to preserve indefinitely our happy and prosperous position."

In London, on Nov. 9th, the First Lord reviewed the situation: "This year has witnessed important Naval developments. The fleet has been re-organized upon a complete symmetrical plan. An entire new squadron of very powerful ships has been placed in full commission, and we have recruited the largest number of sailors and stokers of any year in modern times. . . . We had not proposed last year to create the 6th Battle Squadron until 1915 but, by various administrative arrangements, it will be possible to bring that squadron into existence next year." As to Germany he was explicit. "The Germans are a nation of robust minds and a high sense of honour and

fair play. They look at affairs in a practical military spirit. Relations have steadily improved with every evidence of our determination to maintain our Naval supremacy. The best way to make these arrangements thoroughly healthy and comfortable is to go right on and put an end to this Naval rivalry by proving that we cannot be overtaken. But, after all, what has made this year memorable in the history of the Navy has been the spontaneous and simultaneous movement of the great Dominions of the Crown towards the effective participation in Imperial Naval Defence." The German Naval manœuvres at this time aroused much interest and the three great Fleets combining in the Baltic within one day's steaming of England; the increase in Germany's Naval estimates to $119,000,000 for 1913; the announced putting down of three additional Dreadnaughts by Austria and three by Italy—the other members of the Triple Alliance; the sudden popular demand for 8 British battleships in the Mediterranean; all combined to cause an anxious discussion which, however, was relieved by the current evidences of Empire support. At the close of the year Admiral Sir F. Bridgeman retired from the post of First Sea Lord of the Admiralty and was succeeded by Admiral Prince Louis of Battenberg, a most able and experienced officer.

German Ambitions, Policy and Position

Meantime, what of the country whose policy was creating such memorable developments in British history and Imperial evolution! The German nation has never been the enemy of the British people and, until its belated entrance upon the field of world politics and expansion, they had not even been rivals. In the long series of wars between 1688 and 1815 the German states were allies and friends of England. The German Empire is now a great national force in the world and its spirit of unity, pride of power, energy in trade, skill and success in industry, vigour of development in tariffs, progress in military power and naval construction are, from the standpoint of its own people, altogether admirable. Since the Franco-Prussian War it has also been gradually attaining European supremacy. Austria held out for long and, had its internal conditions been harmonious, would probably have continued to do so. Like Italy its traditional policy had been one of alliance or friendship with Britain. But the temporary collapse of Russia and the consequent transfer of the balance wheels of power threw it into the arms of its great rival. France, despite its recuperation since 1870 and its wonderful stores of growing wealth, is no longer the great military power it once was and it has now ceased to attempt rivalry with Great Britain or Germany at sea.

In the matter of Colonies Germany has for twenty years had a natural and unquestioned ambition. The marriage of Queen Wilhelmina and, later the birth of an heir, averted any immediate probability of acquiring Holland and, with it, the Dutch Colonial possessions. The assertion of the United States' Monroe Doctrine checked the German efforts which had been directed to South America and concentrated in Brazil, where 100,000 Germans have settled and where trade relations had become very close. British diplomacy of a

trade as well as political character in Persia prevented certain railway schemes from being carried out which would have given Germany a dominating influence in the Persian Gulf. Although the partition of Africa gave the German Empire nearly one million square miles and an obvious opening for colonization and power, the inexperience and ineptitude of German officials in Colonial government, the dislike also, of Germans for emigration, and the fact that the movement of settlers abroad has steadily decreased in late years, tended to prevent on that Continent expansion which would, perhaps, have been a fact under British colonizing and business effort.

At the same time the acquisition of these and other regions such as Samoa was significant. Prior to 1870 Germany was a geographical expression which meant a loose combination of States, with sometimes clashing interests, and incoherent expression and a somewhat varied patriotism. German trade was then small, its industries too poor to compete with those of Britain, while its people possessed not an acre of soil beyond their European boundaries. Since then it has become a closely-united people with an army of over four million men—admittedly the best trained troops in the world; with a trade totalling £880,000,000 and competing in Britain's home market, taking away her contracts in India and some of the Colonies, beating her in many foreign fields; with an industrial production which includes great steel works such as those of Essen and Krupp, shipbuilding yards said to be of greater productive power than those of Britain, factories of well-kept character operating at high pressure, workmen trained in the best technical system in the world to-day, and receiving wages higher than those paid in Britain; with other productive conditions aided by high protective duties and with exports totalling (1910) £404,000,000, and imports of £476,000,000; with Saving Banks desposits in 1911 totalling £900,000,000 as against a British total of £227,000,000.

Couple these conditions with Colonial ambition dwarfed, or unsuccessful, in comparison with British success; continental power as supreme, by virtue of military strength, as Napoleon's was one hundred years ago by the force of genius, but hampered as was his, by the power of Britain on the seas; a productive force of industry increasing out of all proportion to home requirements, competing with British commerce in every corner of the world and threatened by a possible, but now postponed, fiscal combination of British countries including Tariff protection in Britain herself; a population of 64,000,000, increasing at the rate of one million a year and having no suitable opening for emigration or settlement within its own territories; and we have conditions which explain and emphasize German Naval construction. Both German ambition and German naval construction are, therefore, easily comprehensible. Nor has this ambition for sea-power been concealed. The first large Naval programme was passed by the Reichstag in 1898 and fixed the naval estimates up to 1903, when the total expenditure was to be £9,000,000—in 1906 the Naval expenditure was over twelve million pounds. The second Naval Bill was passed in 1900

during the Boer War, and the preamble to this Act stated that its object was to give Germany "a fleet of such strength that even for the mightiest Naval Power, a war with her would involve such risk as to endanger its own supremacy." Other Acts were passed in 1906 and 1908 and for the years 1908-17 arrangements were made for a total expenditure of £207,000,000—this including a portion of the "accelerated programme" and a special Dreadnought construction which caused the memorable debate in the British Commons in 1909.

The new Law of 1912—passing the Reichstag on May 21—provided for an addition to the programme of three battleships, three large cruisers and three small ones. During the years 1898-1904 Great Britain launched 26 battleships to Germany's 14, with 27 armoured cruisers, 17 protected cruisers and 55 destroyers to Germany's 5, 16 and 35, respectively, or a total of 125 to 70. In 1905-11 Great Britain launched 20 battleships to Germany's 15 with 13 armoured cruisers, 10 protected cruisers and 80 destroyers to Germany's 6, 16 and 70 respectively, or a total of 123 to 107. Excluding destroyers Great Britain launched 70 sea-going warships in the first period to Germany's 35 and in the second period 43 to 37. According to Lord Hythe in the *Naval Annual* for 1912 the Navy estimates of Great Britain and Germany for the eleven years 1900-1911 totalled £383,000,000 and £157,000,000 respectively. A careful analysis of the situation, present and prospective, was given by a naval authority in the London *Standard* of Sept. 3rd. The development of British and German commissioned battle fleets in the North Sea was traced from 1904 to 1914, it being assumed that in the latter year each Power would have its best and newest ships in service in those waters, with a supposed result of 25 British battleships having a tonnage of 530,700 and 25 German battleships with a tonnage of 482,862; and battle guns in the former case numbering 232 and in the German case 212 with medium guns totalling, respectively, 82 and 342. As to Armies an official statement of the British Under Secretary for War (May 23, 1912) gave the figures on the active and reserve force of the British Empire as 970,864 and of Germany as 4,768,520.

Passing from statistics which are usually unsatisfactory because of their variable character and because, in this case, they depend so much upon the age of ships, the style of construction, the number and nature of guns, the speed and other technical considerations, it may be stated that Germany has in recent years made enormous advances in the fortification of its coasts, in the construction of dock and similar facilities, in the arrangements for transportation of troops, in every minute detail of war preparation. Heligoland, the island handed over by Britain in 1890 in exchange for certain East African rights, has become the key and centre of the whole German coast defence system. Cuxhaven, Borkum, Emden, Wilhelmshaven—with twice as many Dreadnought Docks as Portsmouth—Wangeroog, Bremerhaven, Geestemunde, etc., have been magnificently fortified and guarded.

Whether dictated by diplomatic considerations and affected latterly by the British-French alliance, or influenced by Colonial and

Naval and commercial ambitions, there is no doubt of the general situation—from the German standpoint doubtless a quite justifiable development. In a book entitled *England and Germany,* published during 1912, various German leaders expressed varied views. Vice-Admiral H. Von Ahlefeld said: "We desire full and justifiable equality with England on the high seas." Prince Lichnowsky wrote as follows of the French *entente*: "From the standpoint of British policy it may appear justifiable to protect the weak against the strong, to oppose every new continental or colonial development of power, but it gives us food for thought when we always find England on the side of our enemies." Ernest Bassermann; Leader of the National Liberal party, said: "Our Naval programme is not dictated by a desire to equal that of England. It is laid down on account of the belief that, as Germany's commerce grows and her Colonies expand, so the need for protection of Germany and German possessions abroad becomes greater." Dr. Walter Rathenau, controlling a prominent German newspaper, touched the French issue: "England is allied by *entente* to a Power the breeding, ethics, and often the declared policy of whose people, are all directed to robbing the German Empire of a certain important piece of territory, a Power which has for forty years shown itself unfriendly towards Germany." To these and other similar statements Mr. Balfour replied on behalf of Britain:—

> It must be remembered in the first place that we are a commercial nation, and war, whatever its issue, is ruinous to commerce and to the credit on which commerce depends. It must be remembered in the second place that we are a political nation, and an unprovoked war (by us) would shatter in a day the most powerful Government and the most united party. It must be remembered in the third place that we are an insular nation, wholly dependent on sea-borne supplies, possessing no considerable army either for home defence or foreign service, and compelled, therefore to play for very unequal stakes should Germany be our opponent in the hazardous game of war. It is this last consideration which I should earnestly ask enlightened Germans to weigh well if they would understand the British point of view. It can be made clear in a very few sentences. There are two ways in which a hostile country can be crushed. It can be conquered, or it can be starved. If Germany were supreme in our home waters she could apply both methods to Britain. Were Britain ten times mistress in the North Sea she could apply neither method to Germany! Without a superior fleet Britain could no longer count as a Power. Without any fleet at all Germany would remain the greatest Power in Europe."

Incidents of the year 1912 may be briefly reviewed. On Jan. 28th the German Defence Society was organized at Berlin with a view to increasing the Empire's military strength; the German Emperor's speech to the Reichstag on Feb. 7th asserted that "it is my constant duty and care to preserve and strengthen the defensive forces on land and sea of the German people—which is not lacking young men able to bear arms." The ensuing Naval Bill added three battle-ships and two cruisers to the constructive programme and an Army Bill 29,000 more men to the Army; on Jan. 22 the London *Standard* published an evidently important article from a German diplomatist pleading for

"a place in the sun" and describing the needs of Germany as being (1) a field for its growing commerce, (2) more colonies, (3) coaling stations; a cabled interview in the London *Times* on May 27th gave Professor Delbrueck's view of the situation as follows: "The German people since attaining unity as a great nation have gradually reached the determination not to permit the world to be divided up amongst other nations but to demand their own share. Since 1871 enormous and very productive territories have continually been seized by Great Britain, France, Russia, the United States and Japan. That is a natural process and Germany has no reason to oppose it, but she wants to participate in it. For this object she needs a fleet."

In September Herman Von Rath wrote strongly in the German press as to the menace involved in England's possible return to Protective duties; at the close of October a Conference was held in London by the Associated Councils of the British and German Churches with the object of fostering friendly relations, while the appointment of Prince Lichnowsky as German Ambassador—following upon the brief term of Count Von Biberstein—was regarded as indicative of peaceful intentions. General Von Bernhardt published a book in the summer entitled *Germany and the Next War,* of which the following extract illustrates the nature: "War is unavoidable, and we must see the thing through cost us what it may. We have succeeded by diplomatic means in putting this war off at the expense of our *prestige* and influence, but we must not be blind to the fact that we are now living in the midst of terrible though latent world crises. In our last war we fought to conquer our unity and the rank of a European Power. Our next war will be fought to conquer for Germany the rank of a World Power which has thus far been denied her."

A variety of things went into the making of German public opinion during the year. There was a belief in Britain's coming decline and an exaggeration of the alleged degeneracy in certain classes; a constant and natural feeling of irritation over checks in diplomacy such as the Morocco affair, or the Bagdad Railway, and a belief that Germany's day would come when its Navy was strong enough; a growing realization amongst German statesmen that construction of ships must be maintained for economic as well as other reasons and because of the enormous sum invested in Krupp's and similar establishments; a belief that England could not forever bear a burden of construction and naval expenditure which in 1900-11 totalled 1,915 million dollars; an increasing realization of the fact that the invention of Dreadnaughts had given the only chance in a century for a rival Power to equal Britain in the first line of its defence; a fear that the revival of Protection in England would close a free market for $250,000,000 of German goods or compel changes in the German import duties from the industrial profits of which much of the money had come for Naval construction.

Views of German and British Visitors in Canada

There was a curious unanimity of opinion expressed by these visitors to Canada during the year. The Germans almost invariably declared that there was no danger of war; the British, with a few exceptions, proclaimed the situation as critical. There were, of course, a great many German settlers in Canada and they were amongst the best; there were German social Clubs in many of the cities; there were individual German-Canadians prominent in social, business, and public life. In more than one City, notably Vancouver and Winnipeg, German newspapers had been established, while German capital was being freely invested in the West straight through to the Pacific Coast.

On Jan. 26th the German Club of Victoria, B.C., held a banquet in honour of the Kaiser's birthday with 150 present. Many references were made to the Emperor's love of peace, his patriotism, relationship to the British Royal family and the ties which ought to bind the two Empires together. Carl Legien, a Social-Democrat in the Reichstag, addressed a Labour meeting at Toronto, on Apr. 22nd and proclaimed peace, liberty and equality as the policy of his party. Herman Paasche, Vice-President of the Reichstag, was banquetted by 100 German residents of Vancouver on July 24 and told the local press that both the Liberal and Conservative parties of Germany supported the increased Naval expenditures. "We feel justified in protecting our seaports, lines of communication and sea-borne commerce. It must also be remembered that we have colonies in many parts of the world. War sometimes comes unheralded, and, like other nations. we believe in being prepared for any emergency. However, I feel I speak German sentiment when I declare that our Navy is not being built with the object of striking a blow at the British Empire. The blame lies with France, which is not well disposed towards us and which sees a possible advantage in arraying England against us." Another visitor was Dr. H. Hammam, who came to Canada in August on behalf of the German-Canadian Economic Association of Berlin. On Oct. 3rd, 250 German physicians and hygienists, fresh from an International Congress at Washington, were entertained in Toronto and various peace-embracing speeches made.

Dr. Gustav Streseman, President of the German-Economic Association, toured Canada during the autumn and addressed the German Club, Toronto, on Oct. 23rd and the National Club on the 26th. He declared the talk of war to be "positively ridiculous." Court Councillor Horst Weber of the *Illustrirte Zeitung,* Leipsic, passed through Canada, and at Vancouver on Nov. 2nd told the press that "the sober thought of the German nation is utterly opposed to war with Great Britain. I believe the feeling in England is equally against war." He thought that there were 400,000 Germans in Canada and that the Dominion would become more and more a uniting element between Great Britain and Germany. E. R. Von der Osten of Berlin told the St. John *Telegraph* (Dec. 9) that allegations of German hostile feeling were idle talk and newspaper sensationalism.

The opinions of British visitors were less reserved or diplomatic.

They came from a country whose national policy, expenditure, defensive system and diplomacy were all affected by the tremendous pressure of Germany's huge standing army upon world conditions as touched by Europe. A careful and moderate exponent of Imperial thought, Mr. Phillip H. Kerr, Editor of the widely respected *Round-Table* magazine of London, stated in Winnipeg on July 24 that Germany had "through her persistent, expensive naval programme, in the face of a reduction of armament among other nations, revealed aspirations to become the first world-power, by the means of armed force." British and other preparations for war were the only possible answer. At Victoria, July 8th, he had been even more explicit: "The real cause of the threatening trouble between the two Powers is that Germany has a national ideal which is inconsistent with the perpetuation of the British Empire. Germany must expand. Everybody admits that, and nobody would object if that expansion took place along legitimate lines. I am not in any sense a scaremonger, but I will tell you what I believe to be the plain unvarnished truth. Germany has ambitions which are inconsistent with the ambition of Britain and which threaten the existence of the British Empire."

Sir George Doughty, M.P., in the Montreal *Star* of Aug. 3rd, was emphatic: "The Germans have never done anything without a design. They prepared for years for the Franco-German War, and when they were ready they struck. Similarly, they are preparing now for war with Great Britain, and because that war must be on the sea, they are building up at tremendous sacrifice to themselves, the great German Navy which we see evolving before our eyes. They are doing that despite the fact that the present relations between the German and the British Governments are of a friendly character; that there is no single cause for difference between the two Nations; that Great Britain is in no wise menacing them; that they are allowed to trade quite as freely in every port of the British Empire, and on every sea in the world, as are the British themselves." In Edmonton, on Aug. 20th, Lord Congleton declared war inevitable unless a curtailment of armaments could be effected. Sir Max Aitken, the Canadian Member of the British Parliament, expressed to the Toronto *News* (Aug. 21) an "absolute belief in the German menace," and added: "I hope that Canada will make a considerable contribution towards Imperial Naval Defence, and give the 70,000,000 Germans to understand that they must compete not only with England's 45,000,000, but with Canada's 8,000,000 and with all the other Colonies." Sir Arthur Lawley, lately Governor of Madras, told a meeting at Ottawa on Aug. 27th that Germany was now the first military and second naval Power in the world. "I find it difficult to escape the conviction that at any moment England may be embarked on a struggle of colossal magnitude in which her very existence will be at stake. A continental war, whatever the duration, whatever the issue, will have a paralyzing effect on Canada." Canon Hensley Henson, of Westminster, speaking in Winnipeg on Sept. 19th, described war as possible. "There are forces making for peace in Germany which may perhaps restrain the other

forces which are at this moment making for war. Nothing will assist those peace-making forces more than a great demonstration by Canada that the race of armaments is something which Germany, at least, will have to pay dearly to maintain."

On the other hand certain Radical visitors deprecated all possibilities or thought of war. Mr. Keir Hardie, M.P., told the Toronto press on Sept. 9th that: "So strongly do we of the Labour Party feel on a matter of war that we are now engaged in an effort to organize the working-class feeling in all countries to such an extent that if every means fail in averting war we are prepared to organize a revolutionary general strike which would necessitate the presence of the armies at home and prevent them being sent out to slaughter each other in a quarrel which is not theirs." J. Allen Baker, M.P. (Toronto, Oct. 15) declared the war opinion to be manufactured by a small but noisy clique of Jingoes and people interested in constructing armament. "The German peril does not exist." F. Neilson, M.P., expressed similar views at Winnipeg on Sept. 11th.

A British leader who spoke very clearly from his point of view was the Rt. Hon. W. H. Long, M.P. After referring at Winnipeg (Aug. 27) to the Boer War and Canada's aid he said: "Once again the note of danger has been sounded. Once again the Mother Country has been called upon to face a serious situation. The years have come and gone and time has altered conditions and she is no longer in a position to maintain that supremacy of the sea that she has held for so many years." Sir George Armstrong, a great English Naval authority and publicist, on the same day told the Winnipeg press that German pressure in the North Sea had become so great as to compel England to withdraw her battleships from the Mediterranean—the cruisers recently sent there being in response to public opinion and not because they could be spared:

> As a matter of fact, the sending of the armoured cruisers to the Mediterranean deprived the Commander-in-Chief in home waters of a most vital adjunct to his fleet—a something that could ill be spared. The time has come when students of naval affairs must realize that we hold our great Empire by the world's suffrance and not by the strength of our right arm. And, unless the Empire as a whole rises to the proper perception of the position, the day will inevitably come, sooner than most of us realize, when our Empire may be wrested from us by a jealous and envious world. It is impossible for us to exist merely on *prestige*. The prizes which the British Crown possesses all over the world are looked on with covetous eyes by our rivals in Europe, and by Germany in particular—Germany, a great and virile nation which is seeking outlets for expansion, and is determined to get them if she can.

Canadian Press Opinion of the Issue—Conservative

Meanwhile what of Canadian opinion in this connection? Action had been suspended when the change of Government put the Canadian Naval project up in the air. At the beginning of the year and prior to Mr. Borden's visit to London, during the discussion caused by that event or in the interval between the Ministers' return and the presentment of the Government policy to Parliament, there

was every sort of view expressed and some of it not on strictly party lines. The difference of opinion as to Contribution *versus* Canadian Navy was not a party one—some in both parties wanting a combination of the two policies or believing in the latter as a permanent policy if the local Navy were large, efficient and under British control in war-time. The dominant Conservative view, outside of Quebec, was that if an emergency or danger to British interests and naval supremacy existed it should be met at once by Canadian action upon a large and liberal scale. Permanent policies might well be discussed later on.

In support of this view the action already taken by Australia and New Zealand was pointed out and the non-partisan declarations of British statesmen and leaders of all kinds quoted; it was urged that Canada's experimental Navy of two training ships was already costing $1,790,017 (1911) a year while its continuance would lead to endless expenditure; it was claimed that slowness of construction and action were proved in the fact that a policy arranged at the Imperial Conference of 1909 had only resulted in tenders for ships being still under consideration in May, 1911, and that when the Laurier Government left office nothing had been actually achieved although Australian and New Zealand battleships had meanwhile been launched; the value and necessity of British sea power were urged, the vital need for more battleships in the fighting line dealt with; the claim of an essential one-ness in any great Naval force for effective striking strength was based upon the authority of Mahan, Beresford, Fisher, and the experience of all nations and naval warfare; the greater cheapness and effectiveness of helping a vast and powerful Navy already in existence than of trying to build up by crude and costly effort a small and practically useless defensive fleet were urged.

The Montreal *Star* and the Toronto *News* led the Conservative press in a campaign along the lines of Contribution, concentration of Naval power at the point of peril, the urgency of the situation and the necessity of meeting the tremendous and menacing building programme of the German Empire with Colonial support to Britain's defence policy. "Get the advice of the Admiralty and take it" was also a suggestion presented by them to the Borden Government. On May 26th *The News* urged the immediate contribution and construction in Britain of two Canadian Dreadnoughts. "The people of this country are ashamed of being pensioners on the rest of the Empire. The citizens of all the Provinces want to wipe out the stigma and take their place on that first line of defence which safeguards their own security, their own liberties, and British traditions and ideals the world over. In a growing sense they realise the vast significance of the Empire for themselves and for civilization everywhere. Therefore they want to contribute in a very real and large manner towards its upkeep and maintenance." The Montreal *Star* of June 25th declared that the net result of "programmes" and official or unofficial but reliable statements, was that Germany had up to date projected the construction of 61 battleships or Dreadnoughts while Great Britain,

with its wider interests, had to meet the situation, and was prepared to construct 103 similar ships at an estimated cost or liability of over 1,000 million dollars. "We are confronted by a condition of things whose dominant and persistent note is 'urgency,' and who imagines that we have time, at this juncture in the fortunes of the Empire under whose shelter we must live—if we are to live at all—to slowly learn the difficult and intricate business of building up a Navy, and then manning it and fighting it. . . . There must be Canadian 'Dreadnoughts' in the North Sea; they must be there as soon as they can be put there; and they must stay there till all danger in that quarter is past."

There were other points of Conservative view. The Halifax *Herald* (Feb. 16) urged "one Navy for the strategic defence of the Empire and all its parts, under one permanent and complete control in peace and war, to be provided by the co-operation of the five great divisions of the Empire." The *Orange Sentinel* of Toronto (May 30) declared that "the most effective policy would provide for the building of Dreadnoughts in Canada and their presentation to the Navy." The Quebec *Chronicle* (April 2) said, in a much discussed editorial: "The message of Canada to the world is that the Canadian people are determined that the supremacy of the Imperial Navy is of most vital importance, and that she is determined that she will take upon her shoulders her full share of the responsibilities for its maintenance. Her message to Great Britain is 'We will co-operate, but representation is a *sine qua non* of contribution. We demand the immediate creation of a special Imperial Squadron to be controlled by a Board representative of our own and Imperial interests.'"

The Contribution idea was approved by the Kingston *Standard,* the Guelph *Herald,* the Hamilton *Spectator,* the Toronto *Mail and Empire,* the Stratford *Herald* and other party journals. The Winnipeg *Telegram* (March 15) urged that "Canada's part is to hold the Atlantic trade route inviolate and to assist Australia and New Zealand in the protection of the Pacific;" and on July 24th expressed, also, the belief that "one Dreadnought which Canada may place in the British battle line to-day may be worth a whole Squadron five years hence." The Toronto *Telegram* (Aug. 6) dealing with the Autonomy talk of the moment expressed this rather original view: "Where is the essential difference between the military canals, roads, dockyards and barracks created with the money of the British taxpayers being controlled by the representatives of the Canadian taxpayers and Dreadnaughts, created with the money of the Canadian taxpayers, being controlled by the representatives of the English taxpayers."

As to the proposed, and apparently abandoned, project of Mr. Churchill's visit to Canada during the discussion of the question, the Montreal *Star* and other Conservative papers supported the plan and even suggested a non-political conference at Ottawa between the First Lord of the Admiralty and various leaders in Canadian finance, industry, journalism, and public life. When Liberal opposition began to be strongly expressed, however, the *Mail and Empire* (Aug. 16) stated

this view: "If there is a genuine feeling of concern in any quarter at the possibility of Mr. Churchill's presence here being regarded as an interference by the British Government then, we say, let it be delicately intimated to Mr. Churchill that it is advisable for him to defer his visit until this matter is disposed of." The St. John *Standard,* while accepting the Contribution view, declared (Sept. 18) that "no greater responsibility devolves on Canada to-day than the protection of her trade routes." The Victoria *Colonist,* which had favoured and continued to favour the Canadian Navy idea for the future, supported (July 26) a "gift of money to build ships, the property of the ships to remain in Canada and to form bye and bye a part of the Canadian Navy but, in the meantime, to be wholly and absolutely under the control of the Admiralty." The Calgary *Herald* (Nov. 2) took a big Western view of the subject and strongly supported quick and spontaneous action. "Great Britain is spending this year close on $250,000,000 for naval construction and maintenance. This Navy defends Canada as much as it does Great Britain. It protects Canadian shipping as well as ships belonging to the British Isles. If Canada paid her share in proportion to the shipping she owns her Navy Bill would be over $12,000,000 a year. If she paid in proportion to her population the annual Bill would be three times that sum. If she paid according to her ability to pay and to the value of her domain at stake her share would still be greater."

Individual Conservative Opinion of the Issue

Individual Conservative opinion was largely one of confidence in the final action of the Government with a tendency in some quarters to think in combined terms of Dreadnoughts and a Canadian fleet and, in a limited French-Canadian section of the party, to desire a Referendum. W. F. Maclean, M.P., believed in both the Canadian Navy and immediate Contribution policies; J. S. Willison was ready to support any policy (Toronto, April 24) which would give Canada "the office of leadership in a reorganization and consolidation of the British Empire"; Clive Phillipps-Wolley, of Victoria, B.C., wrote and spoke frequently upon the necessity of strengthening the Imperial Navy by immediate contribution and the establishment of a fleet upon the Pacific Coast; R. E. Gosnell, of Victoria, assumed that a Canadian Navy upon an independent basis would mean disintegration and urged naval co-operation with Britain and the self-governing Dominions.

The most important early contribution of the year to the discussion was, however, the speech of Hon. W. T. White, Minister of Finance, at the National Club, Toronto (May 17), on a non-partisan occasion and with N. W. Rowell, K.C., M.L.A., as his oratorical colleague. Mr. White's address was cabled to London and attracted attention there as well as at home. He dealt at length with the growth of Canada, the evolution of the Empire from its heart in the North Sea, the extension of its territory, liberties and power, the necessity of the five nations of Britain, Australia, New Zealand, South Africa

and Canada getting together and standing together in the face of other great empires which have come or are in the making. "At present the world is at peace. Let us hope it will remain so. In order to maintain peace it is necessary to be strong and that is the reason the five nations are getting together, not for aggression, but for defence. That the Parliament and the people of Canada will be prepared to do their full share in the matter of Imperial defence I entertain no manner of doubt. What will be the farther future and under what Federal system shall the Empire be federated? I shall not attempt to forecast but it seems to me to present no insuperable difficulty. It will be a matter of growth, of development, as is always the case with the British Empire."

Equal in importance to Mr. White's pronouncement was the unswerving expression of opinion by Sir Richard McBride, Premier of British Columbia. In the Legislature, in the Provincial Elections of the year, in a visit to England, in various interviews, he took the ground that the Canadian Navy policy, as so far developed, was a "monstrous absurdity" and useless; that a Navy might, however, be created and employed in Canadian waters which would be at once strong and effective and include some of the greatest battleships of the day; that Canada was now dwelling in a humiliating position of inadequate local defence and entire Naval dependence upon the Motherland, and that British Columbia, in particular, needed special coast protection; that the great, almost illimitable, resources of Canada demanded more and more protection as they grew in development and public knowledge and became increasingly the object of international cupidity and possible attack; that, finally, there is and had been a British naval emergency which Canada must help to meet and action upon which it would be cowardly to avoid.

At a mass-meeting in Victoria, B.C., on Oct. 30, Sir Richard spoke to a Resolution declaring that "it is the duty, interest and wish of Canada to meet the present Imperial emergency by a prompt, adequate and unconditional gift to the Empire of battleships or their equivalent, to be followed as soon as may be by a permanent policy which will assure to our Dominion representation worthy of her dignity in the defence of the Empire." To the Ottawa press of Nov. 7th he said: "We (in British Columbia) feel convinced that our main stability lies in the continued strength and dominance of the British Navy, and that should anything befall it we are at once at the mercy of our foes." In the Montreal *Star* (Nov. 9) Sir Richard referred to the British money pouring into Canada and declared the country's duty and self-interest to demand an adequate Defence arrangement. At the meeting referred to above a letter was read from Gordon Hunter, Chief Justice of British Columbia, dated Oct. 29th and containing this statement: "If the Imperial Government has advised the Canadian Government that an emergency exists which sooner or later is likely to ripen into a crisis, then that ought, I think, to be sufficient for the people of Canada; and the question ought to be approached, not in the spirit of how little we can contribute in

order to avoid the charge of being a niggardly or penurious people, not even in that of how much we can afford, but rather in that of how much is necessary to ensure an Imperial victory in the event of conflict."

A prominent Montreal Conservative, C. H. Cahan, K.C.—once the Party leader in Nova Scotia and now a financial magnate—took a somewhat complicated view of the situation. In a series of able letters to the Montreal *Star* (Oct. 12, 17, 21, 23) and one to *The Gazette* of Oct. 8th he claimed, with elaborate quotations from political utterances by British statesmen, that there was no need for help and no emergency warranting a Canadian offer of aid; denounced any defence policy or Colonial assistance before arrangements were made for Colonial representation; disliked the proposal of a contribution without representation as involving a dangerous precedent; deprecated the idea that Canadians of this generation owed any debt to the British people of this generation and declared that the paramount obligation of Canadians was and is to themselves, their people, and their country; admitted, however, an indebtedness to England for British institutions, liberty and traditions and acknowledged the duty of maintaining these—with modifications; disbelieved in the "war-scare" as serious but was willing to support a Canadian contribution to Great Britain "as part of a permanent Naval policy for Canada" and provided that "effective representation in Imperial affairs" was granted; urged that "Canada should provide adequate protection for our ports on the Atlantic and on the Pacific, create naval bases, safe harbours of refuge for mercantile shipping, coaling stations, dry-docks, repairing equipment for disabled ships, electrical means of communication, torpedo boats for harbour protection and, if need be, cruisers for convoying our merchant shipping in times of war." In a *Star* interview on Oct. 25th he demanded that Britain at once proceed to organize her Empire "into harmony of action, cohesiveness of effort and singleness of purpose," arouse the military ardour of her own people, and recognize the birthright of her Colonial sons. In a strong pamphlet also issued at this time Mr. John Boyd, of the Montreal *Gazette,* replied to Mr. Cahan and urged a national policy of adequate coast defence, supplemented by an effective Canadian Fleet unit "under control of the Canadian Government acting in co-operation with the Imperial authorities." A Contribution would be a passing and perhaps necessary action as a result of the obvious ambitions of Germany.

Another Montreal publicist, Victor E. Mitchell, K.C., also replied in *The Star* of October 14, 18, 25 and Nov. 2, and issued an effective pamphlet in this connection. He expressed belief in the danger arising from German rivalry; supported the principle of co-operation in Imperial defence and a voice for Canada in questions of peace and war; described the per capita wealth of Britain as £351 and its defence expenditure as £1 12s. 6d., while Canada's wealth was £288 per head and its defence expenditure £0 6s. 5d.; quoted the Duke of Westminster in the *Nineteenth Century and After* for November to prove that the

British Empire in its commerce, shipping, seaside cities, ports and islands was essentially a result of maritime power and dependent for its existence upon maritime supremacy.

Press and Personal Opinion in the Liberal Party

The policy of the Liberal party outside of Parliament was not very clearly expressed during the first part of the year—though the tendency of its press and speakers was to stand by the Canadian Navy plan. Very naturally Liberals awaited the announcement of Government policy and action. At first there was a distinct inclination in powerful quarters to admit the existence of danger to Britain. The Toronto *Globe* of March 21st described the Anglo-German rivalry in Naval construction as, in Mr. Churchill's words, "a modern substitute" for actual war and added: "Under these circumstances, however deplorable, there can be no slackening in the national defence of Britain. German diplomacy, speaking from the bridge of the Dreadnoughts, menaces the peace of the world. It no longer rests on moral suasion. Britain has spoken the last word. British naval supremacy is justified in the face of the world." On April 8, however, it quoted the London *Morning Leader* as stating the investment of $140,000,000 in six firms for the manufacture of munitions of war and declared that war scares "depended upon publicity campaigns promoted by vested interests."

On June 13, *The Globe* dealt with the need of cruisers to police the seas and guard commerce; on June 27th, it argued that there could be no contribution without representation and that representation was impossible to arrange; on July 15, it denounced the giving of Dreadnoughts and advocated cruiser squadrons—"These squadrons would always be under the control of the Canadian Parliament, the intention being that whenever the Empire is at war they should be under the control and orders of the British Admiralty"; on the 19th it defined the sort of Imperial wars in which Canada should or should not participate and anticipated the "abyssmal depths" of aggressive warfare into which Canadians might be plunged if Mr. Borden's plan of Imperial representation was carried out. On the 24th it proclaimed the following policy: "It is the duty of the Dominions to say to Britain: 'We will undertake to guard the outlying portions of the Empire against small raiding squadrons and keep open the trade routes of the Empire if you will see to it that the shores of Britain are kept inviolate and the British battle fleet is maintained on a basis of superiority to that of any probable European combination.'"

As time passed on *The Globe* found Mr. Winston Churchill's speeches too Imperialistic and described him on Aug. 2nd as preparing "to return to the Tory party"; urged (19th) that "autonomy" was the basis of Empire with the future dependent upon Canada being "unfettered by bonds and bargains"; claimed (Aug. 17) that there was reason in Germany's attitude so far as it was influenced by Britain's refusal to eliminate the right of destroy-

ing "private commerce"—whatever that was—upon the seas in war-time; declared on Sept. 24th that there could be no "emergency" warranting Canadian contribution unless the British Government stated in black and white that the situation was "grave"—in the diplomatic language of Europe a term used only on the verge of war. The Toronto *Star* did not discuss the subject very seriously. It pointed out that Sir Wilfrid Laurier had passed through "the attentions and flatteries of a London season" without being carried off his feet or hurried into "rash and impractical measures"; it thought the principal foreign interest of Canada, and the one Canadians knew most about, was the relations of the Dominion and the United States; it considered a Contribution of no particular value to Britain and a Canadian Navy the best policy; it waxed very sarcastic over the suggested visit of Mr. Churchill to Canada "riding on a Dreadnought"; but seemed inclined, upon the whole, to treat the issue in a humorous and non-partisan manner.

The position of the Montreal *Herald* was critical but it was also constructive. On July 5th it declared its faith in autonomy as an Empire principle and, after referring to the difficulties before Mr. Borden and the country, said: "Out of the whole tangle there is but one sure road, one road which sooner or later must be taken. That road is Imperial Federation." On the 12th it was stated that if they were required Canada might well contribute two or three Dreadnaughts and on the 23rd this point was further emphasized: "If there is danger, and to meet that danger the people of the British Isles are straining every nerve, then we Canadians cannot wait for the development of a permanent policy to range ourselves alongside our brethren, but must act promptly in helping to present to the world the spectacle of a United Empire." In other articles this view and the reality of the menace to British supremacy on the seas was pressed home; at the same time the principle of a Canadian Navy was declared to have been and to be sound and patriotic and essential to Canada's future development. As a result of views which represented the proprietor (Mr. J. S. Brierley) and not the Editor (Mr. J. C. Walsh) the latter resigned and in an article published in the *Canadian Courier* after the announcement of Mr. Borden's policy described the latter as "a policy of tribute and a serious injury to Canada's self-government."

There were other variations of opinion. The Ottawa *Free Press* (July 12) seemed to favour the idea of representation. "That Dominions sharing in Empire defence should have a voice in Empire policy is a noble sentiment but hitherto it has been found impossible to devise any workable scheme. . . . If the Imperial authorities need two or three more Dreadnoughts, Canada could contribute them without prejudice to any future plans she might desire to make. Perhaps Mr. Borden may succeed where others have failed." The St. John *Telegraph* of July 24th and the Brantford *Expositor* of the same date approved the Contribution policy *plus* the Canadian Navy plan while the Regina *Leader* demanded efficient and non-party action. The Manitoba *Free Press* (July 25) believed in Germany's "steady,

remorseless struggle, by military and naval strength, to reach a position of predominance in the world." If there was an emergency action must be large and effective. This journal also was inclined to favour non-party treatment of the subject as was its Editor—Mr. J. W. Dafoe. The Montreal *Witness* supported the ideal of "one Empire and one Navy"; the Saturday *Sunset* of Vancouver while hating war talk was yet willing to contribute if proper representation were accorded; the Toronto *Weekly Sun* was unflinching in its continuous denunciation of Jingoism, war-scares, "misguided and blatant Imperialism," militarism and all the other names for those who believed in rapid constructive effort and immediate organized action. There was no danger of war, and the development of Germany was really a good thing, according to this journal.

Personal opinion found expression amongst the Liberal leaders in some of the Bye-elections of the year and during Sir W. Laurier's October speeches in Ontario. Mr. Mackenzie King, ex-Minister of Labour, at Belleville on April 17th, denounced the Government for doing nothing and described his Party's policy as the building "up of a real Empire with Great Britain as the centre but all the parts establishing new Naval centres of strength." At Ottawa, on Aug. 27th, Sir Wilfrid Laurier made an explicit statement of opinion, after Sir Arthur Lawley and Mr. A. M. Grenfell had expressed equally clear and distinct views upon the menace they believed to exist in Germany's effort for sea supremacy. With precise plainness he used these words: "Thank God Canada shall never go into it (the race for armaments) to settle her differences. In England you think of armaments and war; in Canada we think of Canals and Railways and Public Works." At Cornwall on Sept. 30 Sir Wilfrid described his policy as follows. "I said Canada should build a Navy in Canada, equip it in Canada, man it in Canada, and that it should be under the control of the people of Canada. That was our policy at the last election and that is the policy of the Liberal Party now. We want a Canadian Navy, but if England were in danger every Canadian would assist the Motherland." To a meeting at Sherbrooke he reiterated this view: "There are those who say to me, 'Give up this Naval policy'; but no, I will not give it up. So long as I lead the Liberal Party so long will it do its duty by the nation and by the Empire." In the Hochelaga contest, however, a letter from Sir Wilfrid stated that he would not take up the fight for his Naval policy until Mr. Borden's intentions were known.

Mr. N. W. Rowell, the Provincial Liberal leader in Ontario, took clear ground in various speeches upon the duty of aiding the Empire promptly and strongly. At Montreal on Nov. 11th he said: "We have our self-respect as one of the free nations of the Empire to defend and our self-respect demands that we no longer delay accepting our share of the responsibilities for maintaining our trade routes and the defence of the Empire." Later, on Dec. 6th, at Galt, he expressed regret that the Liberal Navy policy had not been carried out. As to the Government's policy he said: "In view of the great burden Great

Britain is now carrying in Naval defence, a burden involving the gift of her sons to man her ships as well as of her money to maintain them, in view of the great demands upon the British Exchequer for moneys to carry out important schemes of social reform, I cannot but confess my own great personal regret that Canada is not manning and maintaining, as well as giving, these Dreadnoughts."

French-Canadian View of the Defence Question

The opinion of French Canada, or Quebec, upon all matters of an Imperial nature is more or less passive until disturbed by agitation and leadership. There is plenty of readiness to work with the rest of Canada and plenty of quiet loyalty to British relationship and the Empire; but conditions of language, race and creed combine to create characteristics easily susceptible to the influence of oratory and exaggerated opinion. Hence the importance of the Nationalism represented by clever and eloquent men such as Mr. Bourassa. During 1912, however, a new development took place in this form of political thought and was represented by the claim that any share in Imperial defence must be accompanied by a share in control of Empire policy. Mr. Bourassa's organ, *Le Devoir*—in which the Hon. F. D. Monk, Minister of Public Works, stated in Parliament (Feb. 10) that he had some financial interest—contained a long series of articles during the year on many phases of the Defence question and of the Manitoba and Ontario School issues. For a time, indeed, the Manitoba or Keewatin School question put the Navy matter in the shade. Speaking in Toronto on Mch. 18th Mr. Bourassa said of the latter:

> **A Canadian is not disloyal simply because he refuses to contribute to Imperial wars until he is given a voice in the Imperial Parliament—until seven millions of Canadians have as much to say in the Government of the Empire as one working-man has in the City of London, Liverpool, Edinburgh, Glasgow, Dublin or Belfast. We French and Irish in Canada are British because we consider the maintenance of British connection best for Canadian nationality.**

The Nationalist leader was not a candidate for re-election during the Provincial contest which followed but went away on a trip to Europe. Upon his return, in *Le Devoir* of July 17th, he amplified his long-standing objection to Imperialism and his advocacy of equal rights in language and laws for his compatriots by the new argument that certain alleged restrictions in French-Canadian privileges were removing all objection in the minds of his people to Annexation. In fact they no longer feared it. The position of Quebec in Confederation was likened to "a Reserve in which the French-Canadian lives as free as the Iroquois" in the Indian Reserves of St. Regis or Caughnawaga! On July 24th, dealing with Mr. Borden's utterances in England, *Le Devoir* said: "Mr. Borden should know that all participation in Imperial Naval affairs is distasteful to French-Canadians and, if he has forgotten it, we have only to remind him of the vote in Drummond-Arthabaska where the Bye-election was fought out on the Naval question." To this and other articles *La Patrie* (Ind.) replied on

Aug. 2nd. "Mr. Bourassa fought the Naval policy of Sir Wilfrid Laurier. He is now fighting that of the Conservative Ministry. These two policies, nevertheless, meet the views of all Canadians, no matter what their origin. Mr. Bourassa and him alone they do not suit. Let him tell us clearly what he wants, toward what end he is dragging our fellow-countrymen with his eternal recriminations."

In a succeeding article Mr. Bourassa declared that Great Britain had never stood and never would stand by Canada against the United States. He denounced the British "spoliation of the Boers"; stated that the United States paid "no more attention to Canadian wailings (over the Panama question) than they did to the complaints of the remnants of Indian tribes"; alleged the German menace to be merely an invention of scare-mongers, in the pay of those who had guns and armaments to sell; claimed in reiterated terms that Britain maintained her Navy solely for her own selfish interests and would have to keep it up if Canada did not exist; described present conditions, whether menacing or not, as created by a Foreign policy in which Canadians had no share and declared that Britain did not contribute a cent to the help or defence of Canada.

Speaking at Montreal, Nov. 15th, Armand Lavergne, M.L.A., said: "I love Canada better than the whole British Empire, better than all the Empires of the World, because it is my own country, my native land; and I claim for it that we shall not take part, nor give a single vessel, a single cent or a single soldier to an Imperial war until we have a voice in the questions of peace or war in the British Empire. But, Mr. Asquith says war is an Imperial prerogative which Great Britain wishes to guard herself. Very well, let her guard it, we have a National prerogative, and we will guard that and guard it for ever." Canada, he alleged, owed nothing to Great Britain—the country which had given away Oregon, Ohio, Illinois and Michigan to the United States "because it was afraid of being beaten" and ceded the ports of Alaska for the same reason! In *Le Devoir* on Dec. 12th the German emergency was described as a "ridiculous subterfuge" and the proposed contribution as merely the thin end of an Imperialist wedge. "If, to-day, we acknowledge the duty, how shall we justly and logically avoid its accomplishment every time similar circumstance arise? To-day the approaching or remote danger is in the North Sea. It may be to-morrow in the Mediterranean, the day after to-morrow in the Sea of Japan."

On the following day Mr. Bourassa denounced the Liberal policy as well. To a tribute of gold Sir Wilfrid Laurier wished to add that of blood. "He desires to fill these Dreadnoughts with human cargoes as food for guns." Both policies were equally fatal and the people must be consulted. To this he added the opinion that Imperialism meant the keeping of Canadians in a position akin to that of the Kaffirs in Africa or the Coolies of India; that it involved neither patriotism nor pride. "The Naval policy of the two parties is hurrying us along rapidly—more rapidly than is healthy either for Canada or the Empire—to choose between the absolute independence of Can-

ada and the integral sharing of Imperial responsibility." To these views the Hon. Rodolphe Lemieux, M.P., a leading Liberal exponent of the Canadian Navy, gave the following reply—embodying opinions he had in 1911 frequently put before the people of Quebec:

> At each stage, and whilst liberty has broadened for all, to the French-Canadians have been maintained the rights secured to them at the time of the Conquest—the rights of language, law and religion. You ask me why I am a British subject and why I wish to remain one. I reply that I honour the flag that honours its obligations; that I prize most those institutions that secure me most strongly in my rights and liberties; that I am proud to be a sharer in the great work of advancing peace and progress throughout the world for which the British Empire stands. Gratitude for what has been done for them in the past, contentment in the liberties which they to-day enjoy, pride in the future greatness of England and her Dominions scattered throughout the whole of the globe—this, and much more, warms the hearts of French-Canadians to the Motherland and makes of them loyal subjects, second to none under the British Crown. By the vastness of the Empire their imaginations are stirred; by the self government it ensures their devotion is secured. All that there is of charm in monarchical government is retained; all that there is of democracy in a republic is well maintained.

The Non-Party Movement and the Naval Question

There was a distinct movement, a strong effort, made during the year to have the Naval controversy settled by combined action of the two Parties in a compromise which would involve the immediate Contribution of battleships and the future construction of a Canadian Fleet or Navy. In Toronto, Mr. G. Frank Beer, a well-known manufacturer and a Liberal in politics, was the chief promoter of this proposed action. At his invitation a private Dinner (Aug. 7) brought together Sir Edmund Walker, Senator R. Jaffray, Sir Wm. Mackenzie, N. W. Rowell, K.C., M.L.A., D. B. Hanna, J. W. Flavelle, J. E. Atkinson, Dr. J. A. Macdonald, W. E. Rundle, J. A. Cooper and others in the discussion of a question which, finally, was brought into the following shape: " (1) That in the existing international situation it is desirable that the Naval policy of Canada should be a national policy supported by all parties; (2) that in order to achieve this result the Prime Minister and the Leader of the Opposition should be asked to meet, before any public announcement of the Government policy is made, and discuss whether an agreed policy cannot be submitted to Parliament and the nation." This was not acceptable to all those named above but, eventually, the Toronto group, supported by one in Winnipeg under the leadership of Mr. Vere Brown, Inspector of the Canadian Bank of Commerce, and in Hamilton by Mr Robert Hobson, agreed upon the following Memorial:

> 1. That in our judgment it is the desire of the majority of the people of Canada that the Dominion should forthwith take her part in the Naval defence of the Empire.
>
> 2. That capacity for self-defence being a necessary incident of nationhood, the Canadian people looks forward to equipping itself, with all reasonable despatch, with the necessary means of defence; and that the permanent policy of the Dominion should look to the establishment of a Navy that will be worthy of our national aspirations.
>
> 3. That if international relations, as disclosed by official information,

are such as to indicate the existence of an urgent situation, substantial evidence should be given forthwith of Canada's recognition of her responsibilities as part of the Empire; and that the action taken in accordance with this idea should be of such a notable character as to be adequate in the light of the responsibilities of Canada, and of the exigencies of the case, and worthy of Canada's material wealth and prosperity.

4. That the motive animating Canadians is not to promote the military spirit as such and, in particular, is not to render more acute the tension between Great Britain and any other Power; but to show in a practical way their belief that the effective maintenance of the British Navy makes for the preservation of the world's peace, and to demonstrate unmistakably the strength of the Overseas' resources which are available for the defence of the Empire.

5. That it is highly desirable that the policy of the Dominion of Canada, both for the moment and permanently, with regard to this matter, should not be, or become, a party question.

6. That without delay an earnest effort should therefore be made by the Government, through friendly consultation with His Majesty's Opposition in Canada, to give to such immediate action and to the Dominion's permanent policy, a form which, securing the adhesion of both parties, may remove the whole question of Imperial Defence from the domain of contentious politics.

This Memorial was signed by a selected number from both Parties in Toronto, Winnipeg, Edmonton, Regina, Saskatoon and Hamilton. The Toronto men included Sir Edmund Walker, Senator Robert Jaffray, President of *The Globe* Company, J. W. Flavelle, D. B. Hanna, The Bishop of Toronto, R. S. Gourlay, W. K. McNaught, M.L.A., W. J. Gage, Sir Wm. Mackenzie, J. A. Cooper, J. E. Atkinson, S. Morley Wickett, Geo. H. Locke, W. E. Rundle, Sir Mortimer Clark, Sir Edmund Osler, Wallace Nesbitt, K.C., Z. A. Lash, K.C., Col. G. T. Denison, Hon. George A. Cox, Chester D. Massey, F. S. Spence, Col. James Mason, Rev. L. Minehan, J. P. Murray, R. D. Fairbairn, E. N. Armour, H. C. Hocken, Hon. Thomas Crawford, J. Castell Hopkins. In Winnipeg, Mr. D. C. Cameron, Lieut.-Governor, The Archbishop of Rupert's Land, Sir R. P. Roblin, Sir D. H. McMillan, Hon. H. J. Macdonald, Hon. W. H. Montague, Sir William Whyte, A. M. Nanton, Mayor R. D. Waugh, J. D. McArthur, Hon. C. H. Campbell, James Fisher, K.C., F. O. Fowler, Isaac Campbell, K.C., Prof. W. F. Osborne, C. N. Bell, Hugh Sutherland, J. W. Dafoe, R. L. Richardson and Sir Joseph Dubuc signed the document. In Hamilton the signatures included those of Robert Hobson, Cyrus A. Birge, Col. the Hon. J. S. Hendrie, George E. Tuckett, H. J. Waddie, C. R. McCullough, Lieut.-Col. G. S. Rennie, Lieut.-Col. S. C. Mewburn, F. C. Bruce, ex-M.P., John Leggatt, W. J. Southam, C. S. Wilcox, H. H. Champ and F. H. Whitton. The document was, informally, presented to the Leaders in due course.

Meanwhile, a prominent Montreal Liberal, W. D. Lighthall, K.C., had written the press (June 15th) as follows: "The question now before us is that of an Emergency policy. All differences of party or personal views ought to be set aside for the time being and a loyal and undivided national support given the Government in any action or expenditure it may see the need of making for the common defence of the Empire."

The Winnipeg *Tribune* (Ind.-Liberal) urged the non-party policy very strongly, wanted all Canadians to "stand shoulder to shoulder in defence of the Empire" and, on Dec. 13th, came out in favour of a straight contribution policy as follows: 'Canada, as a member of the Imperial family, cannot escape Imperial responsibilities. We have advocated facing those responsibilities by a plan of co-operation, in other words, giving our money towards the maintenance of a powerful, central Navy, a Navy that has been and will be as ready and as capable of defending the shores of Canada as the coasts of Britain or any part of the Empire. If possible, let us know what contribution is necessary, prospectively, from year to year, and let us contribute the amount cheerfully." The St. John *Telegraph* (July 24) said: "Most Canadians, we believe, will hope that the question of Imperial defence may be raised above the lower levels of domestic politics, and that whatever form the Canadian policy may take, it shall be one giving telling effect to the general Canadian desire to strengthen the Empire's power on the high seas by such assistance as might properly be forthcoming from a member of the British family so prosperous, and potentially so wealthy and so powerful, as this Dominion." The Regina *Leader* of the same date was also explicit:

> We can only hope that the Borden Government will fully meet the demands of the situation, and that Canada will not much longer have to blush for shame that, while enjoying all the benefits and protection of the British Navy, it is not doing anything towards protecting its own shores, its own commerce, or in the way of assisting in the general work of Empire Defence. Canada is too big, too manly, too prosperous to any longer remain an additional burden on the already tremendously overtaxed people of the British Isles. Speaking for itself the *Leader* would fain see the matter of Canada's participation in the naval defence of the Empire removed from the realms of party politics and dealt with on the same high plane that prevails in the Motherland.

The Toronto *Globe,* however, would have nothing to do with the proposal and its Editor, Dr. J. A. Macdonald, did not sign the Memorial. This view was expressed on July 29th: "Keep the Naval question out of Politics? Keep the Tariff question out of Politics? Keep the Temperance question out of Politics? These things cannot be done in a free country. To do them would be to deny the fundamentals of democracy and to prepare the way back again for the autocrat and tyrant. Are we to be told that Downing Street is again to dominate in Canada? That millions of money from Canadian taxes are to be handed over for the expenditure by Ministers not responsible to the Parliament and people of Canada? If these things must needs be, let the people at least have the old-time right of free discussion!" On Aug. 10th it urged that the wishes of all parties could be met by the immediate construction of battleships in Britain for Canada which should, as an "Emergency" contribution, be placed at the temporary service of the Admiralty, and thereafter come under the Laurier Naval Service Act.

The Conservative press did not say very much about the matter. The Toronto *Mail* and *The News* welcomed such letters as Mr. Light-

hall's; the *World* was inclined to support the general idea; W. F. Maclean, M.P., did so in the House; the Ottawa *Journal* approved the conception of a Canadian Navy and urged prompt action of some kind; the Montreal *Star* did not like the general proposal, did not approve a conference of rival leaders and believed in the Government taking definite action and carrying its own responsibility. As to individual opinion there were some pronounced statements. Sir Donald Mann in the Victoria *Colonist* (July 10) and elsewhere supported an "immediate grant of money to the Admiralty" for the strengthening of the Navy. As to the future this was his policy: "We have not the technical knowledge, nor the materials, nor the skilled labour, so that it is out of the question to talk of building warships in Canada for some time to come. Therefore, I would advise the laying down of vessels to constitute Fleet units. They should be ordered in British yards through the Admiralty. Simultaneously there should be dry-docks and ship-building yards established on both the Atlantic and the Pacific, which should be the nucleus of plants which would ultimately be able to undertake steel construction."

Principal Peterson, C.M.G., of McGill (Oct. 1) was explicit: "I think that such matters as these should be kept altogether out of the sphere of politics. It is the one and only way of salvation in dealing with them." J. Castell Hopkins in a tour of the West during October and November addressed a number of non-political meetings and urged a large Emergency contribution as high as $50,000,000. An interview with him in the Regina *Leader* of Oct. 24th contained this statement: "My personal view is that we ought to cable to the Imperial Government at an early date an order for the construction of at least three Dreadnoughts, with subsidiary war vessels; these ships to be owned by Canada but to be placed wherever the Admiralty thinks is the danger-point for the time being; and at the same time to form a nucleus of future Canadian Fleets upon the Atlantic and Pacific which shall be a part of the Imperial Navy under some new system of combined control." Meanwhile the Liberal party attitude had been pretty well defined. The Ottawa *Free Press,* the Party organ at the capital, announced on Aug. 16th that Liberalism had a policy and would stand by it until a better one was offered. It was, also, officially stated—following a meeting on the 15th of the Opposition Leader and Messrs. Fisher, Murphy and Sir F. Borden—that Sir Wilfrid Laurier would take no part in any conference on the subject with the Premier. At Cornwall, on Sept. 19th, Sir Wilfrid Laurier dealt with the movement as follows:

> At the present time there are some men in Toronto and Winnipeg, well disposed men in both parties, Liberal and Conservative, who have signed a Memorial, a copy of which they have sent to me, asking the Leader of the Government to consult with the Leader of the Opposition, my humble self, with a view of making the policy unanimous. But the thought forced itself upon me, would it not make more for the unanimity of the Naval policy to address the request to the two warring factions in the Conservative Party, to Mr. Bourassa and Mr. Borden, to Mr. Monk and to Colonel Hughes, to the Nationalists and the Imperialists, and urge

them earnestly, patriotically, to try and come together and evolve a worthy policy, worthy of Canada and worthy of a daughter of the Motherland.

The Naval Question in the First Session of 1912

During the early part of 1912 there was no very serious discussion of the Naval question in Parliament. Albert Sevigny, Conservative member for Dorchester, gave notice of a Resolution on Feb. 7th which, however, never came before the House for discussion and in which he urged the repeal of the existing Naval Act —because it established a policy of far-reaching importance and consequences without full consideration by the people and because it bore evidences of being "hastily and ill-advisedly prepared." It was also alleged that "our duty to the Empire cannot be suitably discharged by the enforcement of this measure; that the plan involves the creation of a Naval force which will be utterly useless in time of war and, consequently of no benefit to the Empire or to Canada; that to construct and equip the proposed Navy, immense sums of money would be required, and that the probable result in time of war would be the needless sacrifice of human lives without an iota being added to the fighting force of the Empire or Canada."

On Feb. 28th, in the Senate, the Hon. P. A. Choquette (Lib.), seconded by Hon. H. J. Cloran (Lib.), presented an Act to repeal the Naval Service Act. Senator Choquette said that he wanted to prove (1) his own consistency of opinion, (2) to make the Government prove theirs by dealing with the subject and (3) to give those who voted for the Naval Act in the first place a chance to correct their mistake. Hon. J. A. Lougheed, the Government Leader, pointed out that the Naval Act covered a wide field in addition to the matter of constructing ships; that it dealt with the creation of a Department now administering such services as the Naval Branch, Fisheries Protection, Wireless Telegraph, Hydrographic Survey, and Tidal Service; that obligations had been incurred by the late Government which could not be drastically dealt with at a moment's notice. After some further discussion the 2nd reading of Mr. Choquette's Bill was voted down by 51 to 2.

Speaking in the Commons on Mch. 13th W. F. Maclean (Ind.-Cons.) took the ground that the British Empire was in jeopardy, that Canadian immigration and development, money for Canada's financial and industrial needs, money for its railways and farmers, everything at the basis of its trade and growth, and national credit, and national resources, turned upon the Motherland's security and the safety of the seas and shores of the Empire. "Would it be too much to ask Canada that she should vote ten millions of dollars a year to help maintain the supremacy of the British fleet and also to maintain, what I believe in, a Canadian Navy for this country. . . . I say that the best investment this country could enter on, would be to join in sharing the cost of maintaining the British Navy, and by thus securing the supremacy of England ensure for ourselves that supply of capital which is so essential to our national development." Five

days later a long discussion took place in Committee upon the vote of $1,660,000 for the Naval Service, and including the purchase and maintenance of ships, the maintenance and up-keep of dockyards at Esquimalt and Halifax, and the establishment and maintenance of a Naval training school.

The Hon. R. Lemieux did his best to find out what the Government policy was going to be. Mr. Pelletier, for the Government, refused to be drawn and said that the announcement of policy would be made when a decision was arrived at. It would be a new one; to the plans of the late Government he was totally opposed. Sir W. Laurier declared that the Government was providing for the frills and feathers of the Naval Service but nothing for practical action. Mr. Pelletier replied by asking if the new Government should have burned the Naval College and sunk the existing ships! A lively personal altercation followed between Messrs. Pelletier and Lemieux; then the Hon. W. Pugsley claimed that the arguments used against the late Government in this respect could have been used against the United States or Japan or any other nation starting the construction of a Navy. Mr. Hazen, Minister of Marine, was explicit in his reply: "I say it is our duty to contribute our share fairly to the support of the British Navy; but a navy to be effective must be for the purposes of the Empire. If we are to continue as an Empire we cannot have one navy for New Zealand, another for Australia, another for South Africa, another for Canada and another for the British Isles."

It was alleged by Conservative speakers that most of the vessels for the proposed Canadian Navy would have been obsolete at the end of six years. Liberal speakers stated that similar ships were still being constructed for the British Admiralty. Mr. Borden concluded the debate with the statement that the Naval policy of the late Government would not be continued and that great issues were involved as to which, in any permanent form, the country must be consulted. "It is a problem, as I have said on many previous occasions in this House, that concerns in the most vital, in the closest way, the relations between the self-governing Dominions and the Mother-Country because no man in this House or in this country need disguise from himself the fact that if the various Dominions of the Empire do enter into a system of Naval defence which shall concern and belong to the whole Empire, those Dominions, while that system continues, cannot be very well excluded from having a greater voice in the councils of the Empire than they have had in past years." Meantime the Government would consult the Admiralty and the Naval experts of England and study the situation carefully.

The Prime Minister's Visit to Great Britain

Wide interest was taken in the official visit of Mr. R. L. Borden and some of his colleagues to London, following this Session of Parliament, and much speculation was indulged in as to the policy which would develop out of the information thus obtained. Mr. Borden had, however, given some indication of what would be done before he obtained power. In the Commons on Jan. 12, 1910, he had said to Sir Wilfrid

Laurier: "Go on with your Naval service, proceed slowly, cautiously and surely. Lay your proposals before the people, and give them, if necessary, opportunity to be heard, but do not forget that we are confronted with an emergency which may rend this Empire asunder before the proposed action is carried out. We have no Dreadnoughts ready, we have no Fleet unit at hand; but we have the resources and, I trust, the patriotism to provide a Fleet unit or at least a Dreadnought without one moment's unnecessary delay; or, and in my opinion this would be the better course, we can place the equivalent in cash at the disposal of the Admiralty to be used for Naval defence under such conditions as we may prescribe." On Feb. 3rd, April 20th and Nov. 21st of the same year Mr. Borden had spoken along the same lines. During the Elections of 1911 he took similar ground, coupled with the statement that co-operation in Defence should involve some form of representation in Imperial counsels.*

On June 14th, 1912, it was announced that Mr. Borden, accompanied by Hon. L. P. Pelletier, Postmaster-General, Hon. J. Douglas Hazen, Minister of Marine and Fisheries, and Hon. C. J. Doherty, Minister of Justice, would shortly proceed to London in order to consult with the Imperial authorities as to Naval and other matters. The Hon. G. E. Foster, Minister of Trade and Commerce, was already there in connection with the Royal Commission on Imperial Trade. So was the Hon. A. E. Kemp, Minister without Portfolio, and Hon. Robert Rogers, Minister of the Interior, was expected to arrive at the end of July. The Ministers sailed (June 25th) on the *Royal George* of the Canadian Northern Line, accompanied by Sir Joseph Pope, Under Secretary for Naval Affairs, and Admiral C. E. Kingsmill of the Naval Service. Mr. A. E. Blount, the Premier's Secretary, was with Mr. Borden, while Messrs. Cameron Stanton, G. Heidmann and W. Hackett accompanied the other Ministers. The ladies of the party included Mrs. Borden, Mrs. Hazen, Mde. Pelletier and Miss Doherty. The London Press welcomed the coming Premier with non-partisan and Imperial warmth. *The Times* looked to "a real re-inforcement of the Empire's Naval strength" as a result; the *News & Leader* (Lib.) described Mr. Borden as "a sincere servant of the State"; the *Daily Mail* believed he would help in leading the five nations of the Empire "to fight under one flag and under one supreme direction properly representative of them all." Many pictures of the Canadian Premier appeared in the press and articles of varied character and interest. An interesting despatch in the Toronto *Star* from its London correspondent on July 6th stated that:

> Canada's Premier has had a reception in London which Kings might envy. For days before his arrival the leading newspapers, from *The Times* downwards, made his visit their chief news' feature. Englishmen, irrespective of party, recognize that Mr. Borden's visit is the pivotal point in Imperial relations. He comes with proposals which cannot but raise the whole issue of Empire defence afresh. What are his proposals for helping England's naval problem at this most critical hour of England's

* NOTE.—See THE CANADIAN ANNUAL REVIEW for 1910 and 1911.

international position since Waterloo? Surmises, forecasts, intelligent anticipations, fill our newspaper columns. This much may well be said. Every Englishman, irrespective of party, desires the world's peace. Every statesman, from Lloyd-George to the veriest Jingo, is confident that the only way to secure peace is the possession of an overwhelming British strength at sea. Both political parties are united in the agreement to make any sacrifices necessary to maintain this. The burden is heavy. Canada's help may set an example to all the overseas Dominions. Hence the keen tension among all classes over the presence here of the Canadian Ministers.

The Premier was welcomed to London on July 4th by Lord Strathcona and a few prominent Canadians—after receiving at Bristol an official welcome from the Lord Mayor and a large local delegation. To the latter he made his first speech during this mission and concluded as follows: "We, in Canada, are determined to work out our destiny as a nation of, and within, this great Empire; to take our full share in the world-wide mission which has been so well performed in the past and which, I trust, will be performed with equal credit and equal advantage to humanity and civilization in all the glorious years to come." Within two days of their arrival Mr. and Mrs. Borden had engagements arranged for almost every available hour of their stay in the country and invitations were still pouring in upon them. The others of the party were equally well treated in this respect. The next two days were spent in official visits and conferences with Lord Strathcona. On the 9th Mr. Borden and his colleagues were the guests of Mr. Winston Churchill and the Admiralty to witness a Royal review of 315 fighting vessels of the British Navy. In the Yacht *Enchantress* they passed between the lines of this mighty fleet, stretching for five miles of defensive naval power, and including every known type of war machine. They watched a display of æroplanes and hydro-æroplanes performing marvellous evolutions against the blue-grey sky, saw the submarines make a snake-like attack on the Dreadnoughts and witnessed an almost terrifying attack by Destroyers.

On July 10th Mr. Borden delivered what was, perhaps, his most important public utterance while in England. It was at a great banquet tendered him by the Royal Colonial Institute, with Lieut.-General Sir Bevan Edwards in the chair and with him, besides the Canadian Ministers, were the Duke of Argyll, the Earls of Onslow and Selborne, Lord Brassey, Lord Strathcona and Mr. Alfred Lyttelton. In his speech Mr. Borden said he could make no definite announcement as yet. He had come as the representative of a people determined to work out their destiny as a great nation of the British Empire. "We realize as you do," said the Canadian Premier, "that the supremacy of Britain upon the seas is the very breath of life to the British Empire. . . . I have always held the conviction, and hold it to-day, that the sea-defences of the Empire can best be secured by one Navy. Our ideal has been one King, one Flag, one Empire, one Navy—the latter powerful enough to vindicate the flag and maintain the integrity of the Empire." After a reference to the value and necessity of autonomy for the Dominions he proceeded: "I would like

you to remember that those who are or who become responsible for Empire defence must, in the very nature of things, have some voice in the policy which shapes the issues of peace and of war. I would like you to understand that Canada does not propose to be an adjunct, even of the British Empire. As has been well and eloquently expressed, it desires to be a great portion of the greater whole." To this address unstinted praise was accorded by the British newspapers —*The Times* declaring that " the speech assures Mr. Borden his place in English esteem as a leading, trusted and inspiring figure in the great arena of affairs."

During the day the Premier and his colleagues had been in close conference with the members of the Government and were understood to have received an elaborate Memorandum from the Admiralty defining the situation as to Naval conditions and Defence requirements. The British Premier (Rt. Hon. H. H. Asquith) presided at the gathering and others present were Mr. Churchill, First Lord of the Admiralty, Sir Edward Grey, Foreign Secretary, General Sir John French, Inspector-General of the Forces, Mr. Harcourt, Colonial Secretary, the Marquess of Crewe, Secretary for India, Colonel Seeley, Secretary for War, Lord Haldane, Lord Chancellor and Mr. Lloyd George, Chancellor of the Exchequer. In the next two days, also, several meetings of the Imperial Defence Committee took place at which Mr. Borden and his colleagues, including Mr. Foster, were present. On the 15th Mr. Borden conferred at length with the Colonial Secretary at Downing Street. On the 16th a banquet was tendered the Canadian Premier in the Harcourt Room of the House of Commons by the Empire Parliamentary Association—a powerful organization composed of United Kingdom, Canadian, Australian and South African Branches which had been formed largely by the efforts of Mr. Howard D'Egville and which included a large proportion of Members of Parliament in the different Dominions of the Empire amongst its members.

Mr. A. Lyttelton, ex-Colonial Secretary, was in the chair and, besides the Canadian Ministers, Lord Strathcona, Mr. Sydney Buxton, Sir Gilbert Parker, Lord Crewe and a large and distinguished gathering was present. In his speech Mr. Borden declared that " the next 10 or 20 years will be critical in the history of the Empire; they may be even decisive of its future. God grant that, whether we be of these Mother Islands or of the great Dominions beyond the Seas we may so bear ourselves that the future shall not hold to our lips the chalice of vain regret for opportunities neglected and dead." As to the existing Imperial situation he defined it as follows: " The policy which settles the issues of peace and war for the entire Empire is formulated and carried out by a Government which is responsible only to a House of Commons elected by the inhabitants of the United Kingdom, and which continues in office so long only as it enjoys the confidence of that House whose composition is usually determined by domestic issues. So long as the British supremacy of the seas was unchallenged, so long as that supremacy was maintained by Britain

alone, there was little cause to criticize this condition, which was supposed to be based on a theory of guardianship or trusteeship. . . . The time is at hand when the Dominions will be called upon to take their reasonable and legitimate share in maintaining the security of the Empire's existence. I need not say that in time of peril I believe every Dominion, I am sure that Canada, would give a response not less than loyal or less earnest than that of the Motherland herself. One realizes, however, that when the day of peril shall have arrived the day for effective preparation may have passed. I conceive that those who accept a share in and a responsibility for the defence and security of this vast Empire are no longer to be considered as wards by self-constituted guardians."

On July 18 it was officially announced that no statement of the result of pending negotiations would be made until Mr. Borden returned to Canada though it is interesting to note that the Toronto *News* had a cable on the preceding day forecasting a contribution of three Dreadnoughts as a temporary measure. Further conferences with the Admiralty followed and, on the 22nd, Mr. Churchill presented his Naval estimates to the Commons with the Canadian Premier and his colleagues in the galleries of the House. He made such guarded and appreciative references as were possible to the pending arrangements and, with Mr. Premier Asquith and Mr. Balfour, pledged every aid to a policy which, they assumed, would mean a united British Empire and, therefore, ensure the safety of the British realms.* On the same evening the London Chamber of Commerce, with Lord Desborough in the chair, and 500 people present, entertained Mr. Borden and his colleagues at dinner. Lord Strathcona and the Duke of Argyll were present and received strong tributes of respect from Mr. Borden in the course of his speech. He eulogized the work done by the Chambers of Commerce Congresses and took the opportunity to testify to the splendid loyalty of the French-Canadian population to the Empire. He declared that the citizens of the Dominions generally were not afraid of the responsibility of Empire however great that responsibility might be. In a cable despatch at this time to the New York *Sun* (July 25) its correspondent said: "The words of the Canadian Prime Minister, uttered at a time conceived in England to be critical, have had an influence not to be disregarded by those who are examining the present and future problems of Empire."

Speaking in the Commons on the same date Mr. Premier Asquith referred to the elaborate details and facts as to Defence and diplomatic conditions which had been laid before the Colonial Premiers at the 1911 Conference and referred to the recent attendance of Mr. Borden at the Imperial Defence Committee. "I do not think it is possible to exaggerate, in the necessarily loose and informal development of our constitutional arrangements as an Imperial Power, the value of a body like this which, from time to time, gives to the states-

* NOTE.—See pages 22, 23, of this volume.

men of the Mother-Country a meeting-ground where they can interchange, in the fullest confidence, their respective views, experiences, and knowledge, in regard to those matters which we growingly feel affect not only the Mother Country but the Dominions." There were now in this body four permanent Sub-committees—dealing respectively with Home Ports, with Overseas Defence, with Co-ordinated action in the event of War, with Aviation. An interesting suggestion was made in *The Times* on the 26th to the effect that a return visit to Canada of British Ministers would be a reasonable compliment. "Could not Mr. Asquith and Mr. Churchill devote a part of the coming Recess to a visit to Canada? We are confident that such a step would be taken by all the world as marking a new era in the annals of the Empire." Four days later the *Daily Mail* stated—though this was never officially confirmed—that the Canadian Government had invited Mr. Asquith and Mr. Churchill to come to Canada in the Autumn when the new Naval policy was to be presented to Parliament.

On the same day the Canadian Ministers were entertained at luncheon by the Lord Mayor of London and Mr. Borden, later, received a deputation headed by Lord Weardale, Lord Norreys, and other representatives of the ship-building interests, with a view to pressing the "All Red Line" upon his attention. During the interview particular attention was paid to the advantages of having fast Steamships on the Atlantic and the Pacific which could be armed and used as cruisers in case of need. Following these incidents, and interjected into the serious discussions of the moment, was a brief visit to Paris with a cordial welcome at the hands of the French Government and people. After three weeks of a strenuous life Mr. Borden, accompanied by his wife, Mr. and Mrs. Hazen, and Mr. and Miss Doherty, left London for the French capital on July 27th. Mr. Pelletier had preceded them by a day or so. On the 29th Sir Francis Bertie, the British Ambassador, accompanied the visiting Ministers (who now included Hon. A. E. Kemp) to the Elysée where they were cordially welcomed by President Fallières. His Excellency referred to the existing friendship between France and Britain and to the traditional bonds uniting Canada and France. He hoped these would grow stronger in every way and stated that his Ministers would gladly expedite trade and other negotiations and consummate, if possible, an arrangement to the mutual advantage of the two countries. Mr. Borden replied in suitable terms, speaking in French.

A Luncheon was given the visitors by the British Chamber of Commerce at which the Hon. L. P. Pelletier won much applause by saying that "the *entente cordiale* between Britain and France is no new thing amongst the two races in Canada. It was instituted by Macdonald and Cartier and the good feeling they engendered has proved to be the foundation of Canadian contentment." He hoped for success in the negotiations regarding penny postage between France and Canada. Mr. Borden described Canada as the master of her own destiny, one which, with the co-operation of her constituent races, would make her a great and powerful nation, inspired by

the example and traditions of Great Britain and France. "Any action taken by Canada with regard to the Imperial Navy should strengthen the ties between both the Mother countries and the Overseas offspring."

To these speeches the French press accorded a warm welcome. *La Siecle* declared that the more the French-Canadians loved France the more freely would they contribute to Imperial defence. "When the day of battle comes and British warships given by Canada are engaged in the North Sea French-Canadians will be protecting not only the honour and interest of Britain, but also the glory and security of France." *Le Temps,* the leading Parisian journal, referred to the rumours of large Canadian Naval aid and added: "Canada, by this step, heightens the bonds which have been established between Great Britain and France. . . . France, Canada and Britain owe to their glorious past the mutual esteem which exists to-day." On July 30th a banquet was given the visitors by the French-American Committee at which M. Gabriel Hanotaux, ex-Minister of Foreign Affairs, presided and speeches were made by the French Premier, M. Poincaré, and by Mr. Borden, eulogizing the *entente cordiale.* The French Premier hoped for "a still closer *rapprochement* on the part of Great Britain, France and Canada," and the wish was warmly reciprocated by the Canadian Ministers. Leaders of French politics, art, literature, finance and the Army and Navy were present.

By July 31st Mr. Borden was back in London engaged in renewed negotiations with the Admiralty and the Ministers. In the evening he was entertained, with his colleagues, by the Worshipful Company of Leathersellers at a banquet and in the course of his speech the Canadian Premier stated that their conferences with the Imperial Ministers had been most cordial, friendly and satisfactory. "We in Canada are determined that this Empire of ours shall be maintained, that the open path across the seas shall be kept secure, and that the British peoples on all the continents and on all the isles of the sea shall continue to perform in the future their great work." On August 1st the Canada Club gave the visiting Ministers a Luncheon at which Lord Strathcona presided; a meeting of the Imperial Defence Committee was attended at which most of the members of the British Government were present as well as F. M. Lord Kitchener, Admiral Lord Fisher of Kilverstone and various high military and naval officials; a complimentary banquet was given in the evening by the National Liberal Club to the Canadian Premier and his colleagues. The Marquess of Lincolnshire presided and Sir Rufus Isaacs, in speaking, described all parties as united in welcoming these Imperial guests as they were also united in maintaining the Naval supremacy of Great Britain.

Mr. Borden in his address said that he and his colleagues had come to England "not as politicians but as kinsmen," that the grant of Colonial self-government had been a great success and that "the supremacy of the seas must be maintained by one Navy, for that supremacy could be maintained only by a Navy established under one

central control and direction." He suggested that visits by British statesmen to the external Dominions would be a wise and useful step. Mr. Douglas Hazen, in his speech, described the need of keeping the trade routes of the Empire open in peace and war and the necessity of a Navy with no divided control. A cable to Canadian papers *via* the New York press on Aug. 2nd stated that Mr. Churchill had accepted the Canadian Premier's invitation and would shortly visit Canada—probably in a warship. This invitation was never confirmed as other than a general one, nor was the similar announcement that Mr. Borden was to shortly visit Berlin. *The Chronicle,* however, on August 5th expressed a hope that the general invitation to British Ministers would be accepted. "We can imagine nothing better calculated to signalize the entry of Canada into full and responsible partnership with Britain in the councils of peace and war than the presence of the leading British Ministers, especially if they be accompanied by a squadron of British warships." On the 9th a further cable to Canada stated that Mr. Churchill would be accompanied by Admiral Prince Louis of Battenberg in command of a Squadron and that the former would make a tour of the Dominion. The Toronto *Globe* correspondent confirmed this story but the Toronto *Star* (Aug. 10) had a cable stating that the invitation would not be officially given until Mr. Borden returned. The matter was largely discussed in Canada but no action was taken. So with the alleged German visit.

On Aug. 2nd occurred the most exclusive social function and marked personal compliment tendered Mr. Borden during his visit. For the first time in its history the famous Carlton Club opened its doors to an outside guest and entertained Mr. Borden and his colleagues at Dinner. Amongst the more notable of the 350 Conservatives in attendance were Lord Claud Hamilton, M.P. (Chairman), the Marquess of Londonderry, the Earls of Selborne, Minto and Derby, Viscount Midleton, Lord Desborough, Messrs. Henry Chaplin and A. Bonar Law, Sir Joseph Lawrence, Sir John Lonsdale and Sir Robert Finlay. The speeches rang with Imperialism. Mr. Bonar Law was explicit: "We are engaged with Germany in a war of armaments and in the long run victory will rest with the nation which has the greatest resources and which employs most steadfastly the working of those resources. If we are to rely on the resources of these Islands alone the time will come, and will come soon, when it will be utterly impossible for us to bear the burden of that supreme Navy which is necessary for our national existence." Mr. Borden replied that "the time has come when these growing nations should take their part and they are prepared to take their part in binding together this Empire and in preserving it as a great force in the cause of humanity, of civilization, and of peace throughout the world." An interesting incident of the 6th was a visit made by Mr. Borden and his colleagues to Mr. John E. Redmond, Chairman of the Irish Parliamentary Party at the House of Commons, where they were afterwards entertained at Tea.

Mr. Borden visited Glasgow on Aug. 16th where he was given the Freedom of the City with all possible ceremony and in his address was optimistic and assured. "The security of the seas is as essential to the Empire as the breath of life to an individual. Great as has been the Empire's work in the past a greater work lies in the future." He also renewed his urgent plea for a better organization of the Empire. The ensuing Luncheon in his honour included 500 guests and a motor ride around historic Loch Lomond followed. At Clydebank on the 17th Mrs. Borden officiated at the christening of the steamship *Niagara* built for the Canadian-Australian Service and Mr. Borden, in a stirring speech, expressed his confirmed hope in Empire unity, and power, and permanence:

> Wider still and wider may her bounds be set,
> God who made her Mighty make her Mightier yet.

In London, on the 28th, the Canadian Premier received a deputation of Suffragettes led by Miss Rachel Barratt who, in her speech, said that upon Mr. Borden's reply would be based "the kind of advice we give our friends in Canada. We shall definitely consider whether we shall not commence to conduct an agitation there." His statement was concise. At present the matter was one of Provincial and not Federal jurisdiction. The women of Canada must go to the Provincial Legislatures and the Provincial Governments. "So far as we are concerned, we would have to be assured that it was expedient to abolish a law which has been in force for fifteen years, to disregard the Provincial enactments in regard to the franchise, and to establish a general franchise law for Federal affairs throughout Canada." As to conditions in England he would express no opinion; if there was injustice to women in Canadian laws that injustice should be remedied. Regarding the veiled threat of Militant methods being employed in Canada he was emphatic in saying that nothing of the kind would influence his judgment, opinion, or action. Nor did he think the women of Canada would accept dictation along this line from the English Suffragettes. An anti-Suffrage deputation was afterwards received. Mr. Borden bade farewell to England on Aug. 29th and sailed for Canada in the Allan R. M. S. *Victorian,* with some of his party, on the 30th.

Before leaving, the Premier issued a statement to the press which expressed appreciation of the value of conferences with the Imperial Defence Committee; declared that His Majesty's Ministers had received them most cordially and that matters had been discussed with "mutual frankness"; stated that "full information in its final form" had not yet been received regarding the Naval defence question; denied the rumours as to an alleged invitation to Sir Wilfrid Laurier to meet himself and visiting British Ministers at Ottawa in conference; and described the warmth of the reception given himself and colleagues not only in Britain but in France. "Especially have we been impressed by the keen interest of the British people in the progress, development and influence of the Oversea Dominions. Beyond doubt there is in these Islands an earnest and confident spirit

of hope and anticipation that in the momentous years which are already upon us the complex and difficult problems that confront this vast Empire will be solved, wisely and worthily, and in accordance with the loftiest traditions of our history."

Glowing tributes to the Canadian Premier were paid by the press and special attention was called to Mr. Borden's last words before sailing: "We are returning with the conviction and assurance that, although a great ocean may roll between us, we are still one people." Press despatches and letters to Canada indicated that the impression made by Mr. Borden upon British opinion and public affairs had been marked and the *Pall Mall Gazette* of Aug. 30th represented much current comment in its words: "He came to us less than two months ago, the victor in a great Imperial struggle; he has won the admiration and affection of the whole nation by his earnestness, his strength of purpose, his discernment and his frank straightforwardness, no less than by the lofty ideals of the duty and the future of the Empire which he has held up. He has taken his place forever in the growing roll of statesmen from the Dominions oversea who have won the right to stand beside our greatest, if not in opportunity, at any rate in the capacity and the will to seize it when it comes." So also with the statements of returning Canadians—notably G. H. Barnard, M.P., Sir Max Aitken, M.P., J. J. E. Guerin, ex-Mayor of Montreal—who described the impression made by Mr. Borden as profound. At this point a summarized statement may be given as to the social side of the visit—something unique even amongst the various cordial welcomes given to Canada's representatives at other times. In chronological form it was, in the main, as follows:

July 2.—Luncheon by Mr. and Mrs. J. Norton Griffiths at the Ranelagh Club in honour of Mrs. Borden and the Ladies of the Canadian Party.
July 6.—Week-end spent by Mr. and Mrs. Borden at Donald Macmaster's country seat, "Charters," Sunninghill, Berks.
July 8.—Large Dinner given by Rt. Hon. A. Bonar Law, M.P., at the Carlton Hotel.
July 9.—Dinner given by Rt. Hon. Lewis Harcourt, Colonial Secretary.
July 10.—Dance given by the Marchioness of Donegall at the Ritz Hotel.
July 10.—Mr. Borden lunches with Mr. Joseph Chamberlain.
July 11.—The Postmaster-General and Mrs. Samuel entertain Mr. and Mrs. Pelletier at Dinner—at the House of Commons.
July 11.—A Garden Party given by Mr. H. H. Asquith, Prime Minister.
July 12.—Dinner and Reception at Norfolk House by the Duke and Duchess of Norfolk.
July 13.—A Luncheon given by Their Majesties the King and Queen at Buckingham Palace in honour of the Canadian Premier and his colleagues.
July 13.—A Garden Party given by Lord Rothschild and attended by Their Majesties.
July 14.—Week-end spent by Mr. and Mrs. Borden with the Duke of Norfolk at Arundel Castle.
July 15.—Dinner and Ball given by the American Ambassador and Mrs. Whitelaw Reid.
July 16.—Garden Party given by Sir George H. Reid, High Commissioner for Australia, and Lady Reid.

July 16.—Hon. J. D. Hazen lunches with Mr. Balfour and Mr. Chamberlain at the latter's house.
July 17.—A Dinner given by Lord and Lady Londonderry in honour of the visitors.
July 18.—Royal Garden Party at Windsor Castle where the Canadian Premier and his colleagues are honoured guests.
July 18.—Reception given by the Marquess and Marchioness of Zetland to meet the Leaders of the Unionist Party.
July 18.—Luncheon by Captain Faber, M.P., at the Army and Navy Club, where Mr. Borden meets the leaders in this line of thought or action.
July 19.—Mr. Borden formally takes the oath before the King, as an Imperial Privy Councillor.
July 19.—Court Ball at Buckingham Palace attended by the Canadian Premier and colleagues with their wives.
July 20.—Week-end spent by Mr. and Mrs. Borden with the Marquess and Marchioness of Salisbury at Hatfield House.
July 23.—Dinner given A. W. Smithers, Chairman of the Grand Trunk Railway System, at the Royal Automobile Club—of which Mr. Borden is elected an Honorary Member.
July 25.—Dinner and Reception given by Lord and Lady Strathcona in honour of Mr. Borden and his colleagues.
July 25.—Luncheon by the Junior Constitutional Club in honour of the Hon. J. D. Hazen.
July 29.—Luncheon at Ritz Hotel given by Mrs. F. Williams Taylor in honour of Mrs. Borden and Mrs. Kingsmill.
July 31.—Dinner given by His Majesty's Government at the Admiralty with Mr. Harcourt, Colonial Secretary, in the chair.
Aug. 1.—Dinner and Reception by Lord and Lady Strathcona at 28 Grosvenor Square, London.
Aug. 2.—Garden Party given by Lord and Lady Cheylesmore.
Aug. 9.—Luncheon given at Downing Street by Mr. Lloyd George, Chancellor of the Exchequer, in honour of Mr. Borden and Mr. Hazen.
Aug. 10.—Mr. and Mrs. Borden spend the week-end at Cliveden as guests of Mr. W. W. Astor.
Aug. 14.—Mr. Borden visits the Steel and Ordnance Works of Armstrong, Whitworth and Company and those of Messrs. Vickers at Barrow-in-Furness; at Newcastle on the 15th he inspects the Elswick Works of a similar character.
Aug. 17.—Mr. Borden spends the week-end with Field Marshal Lord Roberts.
Aug. 28.—After a week or two spent in private travel throughout Great Britain Mr. and Mrs. Borden are entertained at a farewell Dinner in London by Sir Phillip and Lady Watts.

During these crowded weeks Mrs. Borden was, of course, an object of much interest to the public. Several interviews, not always accurate, were published and her picture appeared frequently in the press. To *The Standard* on July 10 she made the statement that domestic servants were the class most needed in Canada and after that the woman with a little capital—provided she had also some initiative. To *Canada* (July 13) she said there was not much difference between English and Canadian women so far as types were concerned; individuals, of course, differed. Canadian women were greatly interested in philanthropic work. "I am amazed at the amount of good work done by men and women in England for those not so fortunate. The people in important positions appear to be always helping others." On July 22nd Mrs. Douglas Hazen officiated at the naming ceremony

of the great floating dock—The Duke of Connaught—which Vickers Limited had constructed for service at Montreal.

Meanwhile the Ministers who accompanied Mr. Borden were not only sharing in the main consultations and incidents of the moment but were looking after separate matters of their own. Mr. Doherty, Minister of Justice, studied and discussed the complicated questions of Imperial Naturalization and the Copyright law. Mr. Pelletier, Postmaster-General, carried on negotiations in Paris for the establishment of two cent postage between Canada and France. He was also interested in an improved mail service and in cheaper Empire Cables. To the press on Aug. 30 Mr. Pelletier said: "Mr. Herbert Samuel, British Postmaster-General, received me with the utmost kindness and courtesy. We had together many conversations as well as negotiations with the Manager of one of the two Cable Companies. I also met the President of the other Cable Company with some important officials of Mr. Samuel's Department. I thought it preferable to end the protracted negotiations, and to suggest respectfully to the British Postmaster-General, among other things, that he might under the authority given him by the Landing License of one of the Companies (subject to the appeal provided for therein) fix the rates himself."

Mr. Hazen, Minister of Marine and Fisheries, received on July 23rd a deputation of the Imperial Maritime League and stated that the question of protecting trade routes in time of war was being carefully considered. As to Canada's permanent policy any participation in protection must be accompanied by representation. Any Canadian contribution at this time must supplement and not reduce British expenditure. At the Junior Constitutional Club (July 25) he estimated that the formation of Canada's permanent policy might require consultation with the other Overseas Dominions. Mr. Foster, Minister of Trade and Commerce, though not one of those who had the negotiations directly in hand, was naturally closely associated with them. He had been in London some time before this and had made an impression by several powerful speeches. On July 2nd he was entertained at the Constitutional Club where Mr. Austen Chamberlain spoke of the time when the Unionists would be in power and when their "first task and proudest duty will be to co-operate with you in creating those bonds of commercial union which will foster and cement the strength of the Empire as a whole." With characteristic eloquence Mr. Foster said in one of his sentences: "Canada is a great Imperial sanatorium fitted to rejuvenate your nationality. It offers spaces wide and green and wind-swept for your sick souls—for souls sick from lack of hope and opportunity."

Mr. Foster also spoke to the Imperial Mission on July 5 with Lord Selborne in the chair: "Some people are fond of picturing the Oversea Dominions as allies. The children of a family are not allies of a family. They are members of that family, and the Oversea Dominions are not allies, but children of the blood and members of one common family. I think we should pool our issues, pool our resources, pool our intelligence, pool our experience, and pool every

talent and grace that we have, in order to make more successful the common issue in which we all believe and which we all wish to forward." On June 12 he had addressed a Luncheon of the Royal Colonial Institute, denounced any *laissez faire* policy in Empire matters, urged construction and organization and the "calling to the seats of Council the best experience that the whole Empire grows." At the Chambers of Commerce banquet (July 22nd) he spoke with the same ringing note: "We are in many senses an Imperial people in the Dominion of Canada. We hate Annexation because we have red blood in our veins and young blood. We have not any desire for the costly contingencies and charges which would hamper an independent race but, looking out into the long future as we look back into the long past, our ambition in Canada is to sail the seas of our destiny under the Old Flag." At the Lord Mayor's banquet to Mr. Lloyd George, on July 2nd, Mr. Foster proposed a toast and he was also the guest of honour at a Dinner given by the West Indies Committee to mark the completion of Preferential trade arrangements. He spoke also at a Navy League banquet on Oct. 20th and attended various meetings of the Royal Trade Commission.

Popular Reception of the Premier on His Return to Canada

Much had been cabled to Canada and uttered or written about the Prime Minister's Mission to London and great public interest was felt in his return and in the possible announcement of policy he might make—despite his definite and reiterated statement that Parliament was the place for such an announcement. Varied preparations were made to welcome Mr. Borden at Quebec, Montreal, Ottawa and Toronto. Returning Ministers whetted public curiosity with statements of import. Colonel Hughes, Minister of Militia, before leaving for London where he spent September had already made a most vigorous and widely discussed statement at Vancouver on Aug. 7th: "Germany has to be taught a lesson and the lesson to be taught her is that Canada, South Africa, Australia and New Zealand are behind the Mother Country. We know that Germany was behind Kruger and that there was a definite scheme to oust Great Britain from South Africa; but the fact that the Colonies sprang to arms and sailed from all quarters of the globe to the assistance of Great Britain caused that scheme to be frustrated. Now, gentlemen, the time has come when a definite plan of Empire defence must be adopted. Let it take the form of a full partnership with the Mother Country."

Mr. Foster, returning on Aug. 4th, told the press at Ottawa that: "Mr. Borden's declaration that Canada has irrevocably made up its mind to stay in and with the Empire; that for any emergency she freely and without condition will do her part; and that as to permanent policy, some basis must be arrived at for co-operation in aid of Imperial defence in which we shall have a voice; has been warmly and widely approved in Britain." Mr. Hazen told the St. John *Standard* on Aug. 30th that "by all parties in Great Britain the German menace is regarded as a very live question. There is, practically,

an universal opinion that Germany is increasing her Naval armaments and building Dreadnoughts for the purpose of contesting the supremacy of Great Britain whenever the time is thought to be opportune for so doing."

On Sept. 6th the Premier arrived at Quebec and was greeted with national and patriotic songs, cheering crowds and decorated streets. A procession followed to the City Hall where Mayor Drouin presented an eulogistic personal Address which, however, referred only in general terms to the Premier's mission and said nothing about the issues involved. The Chateau Frontenac was then visited and an Address read by Senator Landry, as President of the Quebec Conservative Association, which concluded as follows: "We hail in your person the distinguished leader given to us by Providence for the triumph of a real Canadian policy, desired and approved by the people, and one that will bestow on all the inhabitants of this land of ours peace, prosperity, and happiness." At Three Rivers a cordial welcome was given the Premier as he ascended the St. Lawrence to Montreal. Here, on the evening of the 7th, Mr. Borden was received by the members of his Cabinet and greeted by distinguished Conservatives while the ensuing procession passed through decorated, crowded and brilliantly illuminated streets with an accompanying flare of many fireworks. At the pier Mayor Lavalee presented an Address to which the Premier replied in French and then in English: "I appreciate most warmly what you have said respecting the splendid reception I received not only in the British Isles but also in the beautiful land of France. There could have been no warmer welcome in either France or the country which was the home of my ancestors. Long may that *entente cordiale* continue. It was the co-operation of the two races of pioneers that made this nation great, so will that co-operation be continued in a greater measure and heartiness and, in all the glorious years to come, ensure peace amongst the nations of the world." It was a remarkable reception—doubly so as coming from French-Canadians to an English-speaking Premier.

At Ottawa on the 9th Mr. Borden was cordially received. The City was decorated and in a procession through the streets crowds gave hearty cheers of welcome. The Civic address presented by Mayor Hopewell recapitulated a number of things which the citizens believed their Premier to stand for—personal and public integrity, encouragement to transportation, "Canadians for Canada" rather than "Canada for Canadians," Canadian trade east and west in Canadian channels, a national and Imperial spirit combined, Canadian development as part of the British Empire. In his reply the Premier declared the people of Great Britain to be as capable of holding their noble heritage as had been their ancestors. In the evening a great banquet under Conservative auspices was given in the Chateau Laurier with H. P. Hill, President of the Ottawa Conservative Association, in the chair and most of the Party leaders present. With them were Sir George Reid, Australian High Commissioner to London, and Sir George Askwith of Labour conciliation fame.

In a brief speech Mr. Hill said of the Premier: "He left us a man of note, he returns to us an Imperial figure. He left us with the best wishes of every Canadian; he returns with the respect of all." Mr. Borden in his address said: "We were received on the other side with every courtesy by His Majesty's Ministers. We were admitted to the very heart secrets of the Empire. We discussed with frankness and confidence questions of the greatest importance to the Empire. . . . As I have said, before, to-day there are no evidences of decline across the sea. They have the same virility, the same fidelity to trust, the same ability to defend their heritage as had our forefathers. I may add that the influence of this and of all the Dominions will be for peace. It is not, perhaps, a creditable spectacle that in this year of grace Christian nations should be preparing for war, but so long as these conditions prevail we must prepare to defend ourselves and I believe the people in the British Isles and in the Dominions beyond the Seas will be fully prepared to do their duty." Other speakers were J. A. Ellis, M.L.A., Hon. G. E. Foster, Hon. W. J. Roche, and Hon. L. P. Pelletier.

On Sept. 21st another imposing banquet was given in Montreal by the local Conservative Club with L. T. Marechal, K.C., in the chair. Incidentally it was the anniversary of the victory at the General Elections of 1911 and a good deal of political enthusiasm was aroused and expressed. Many of the Ministers were present, all the chief Party men in the City, and Messrs. Page Croft and D. Macmaster from the British Parliament. Mr. Borden dealt with the union of races in the Club, in the country, in the Party; described the Government's policy as to agriculture, trade and tariffs; spoke of the splendid reception given to him and his colleagues in Britain and in France and of the wide recognition now accorded Canada's greatness of resource and future. As to his mission he had everywhere said that permanent co-operation in Imperial defence must mean a certain voice by Canada in matters of peace and war—a declaration always warmly received. There were two parts of the question which he had put before the British people and which he would place before Parliament at its coming Session in November. "One was the question of grave conditions affecting this Empire of ours, which might demand certain consideration and certain action on our part; and the other was the more difficult and complex question of permanent co-operation in the defence of the Empire by the people of Canada and the change in our relations to the Empire which might be brought about in that regard." Other speakers were Mr. Marechal, Hon. Robert Rogers, George E. Drummond, Hon. W. T. White and Hon. F. D. Monk. They dealt chiefly with Reciprocity and the recent elections.

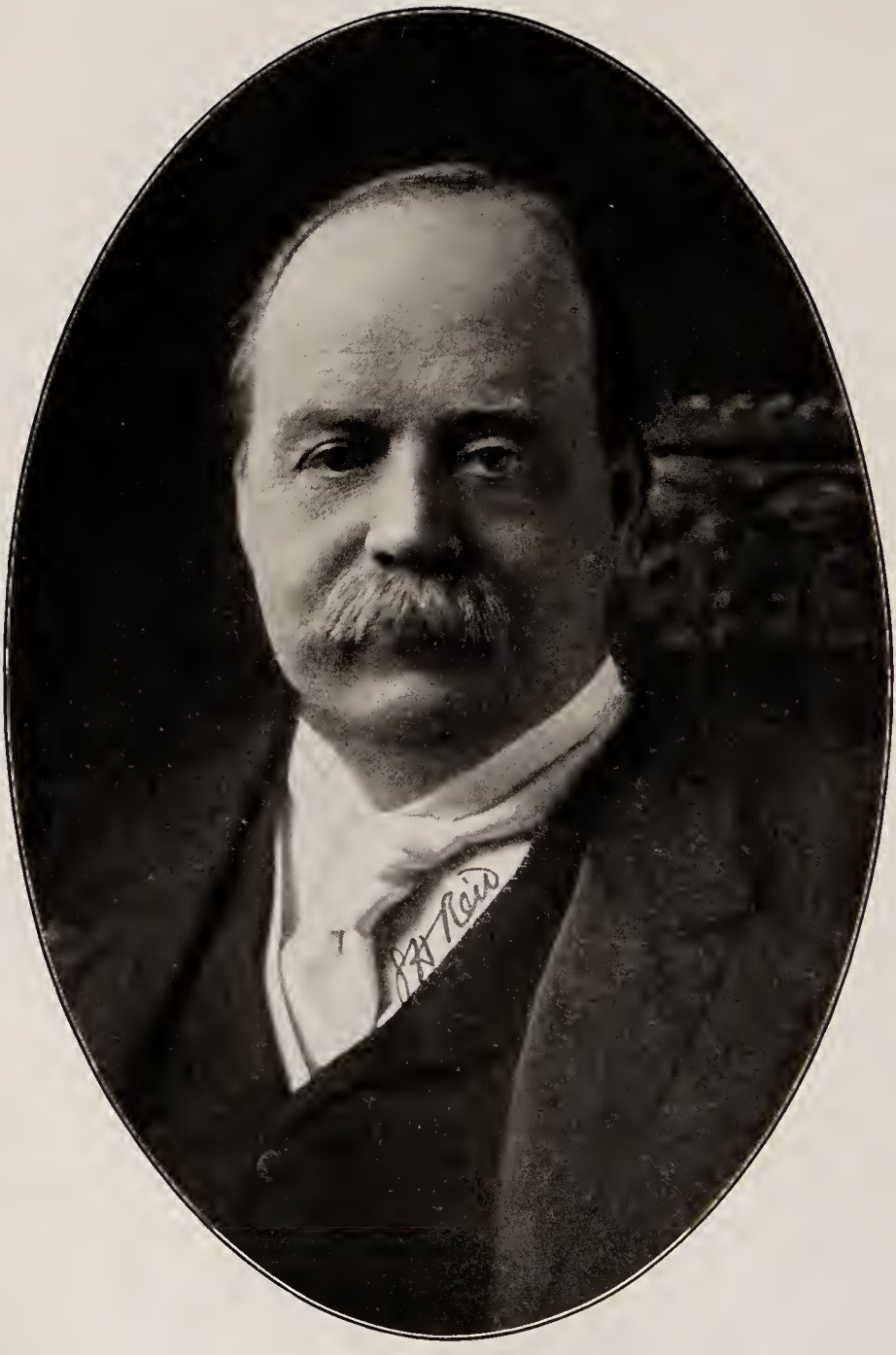
Toronto, on Sept. 23rd, gave the Premier a banquet which was absolutely non-political and the greatest in point of numbers ever held in Canada. The new Arena building, holding 10,000 people in the tiers of seats and at the tables in the centre, was crowded, the decorations were lavish and striking, the guests enthusiastic and the speeches varied in tone and character. G. T. Somers, President of

the Board of Trade, under whose auspices the Dinner was held, occupied the chair and was the first speaker; F. G. Morley, the energetic Secretary, had charge of arrangements. Sir James Whitney made an eloquent and effective speech in proposing the Premier's health, and described his mission as having been conducted with "rare prudence, dignity and skill." Canada, he declared, was ready to assume "whatever share of the Imperial burden the future might bring." In vigorous terms Mr. Borden emphasized the Imperial character of his work in Britain and the emergency which there prevailed. "The people of the Old Land are convinced that the existence of the Empire depends upon their maintaining a sure path across the seas and they are determined to maintain for themselves and you a sure path across the oceans where their Dominions lie." He had come back with a firmer faith in the future of the Empire and in its working out of the great problems of its destiny. Mr. N. W. Rowell, Ontario's Liberal leader, made a speech of buoyant Imperialism which the following quotation illustrates: "As Canadians, as a self-respecting, liberty-loving, virile people, shall we not say the time has come when we must bear our share and take up our burden with you." Other speakers were Hon. W. T. White, Hon. A. E. Kemp, J. E. Atkinson, Hon. G. E. Foster, Hon. L. P. Pelletier.

By the close of September frequent Cabinet meetings were being held, additional information of an official character was coming in from England, and preparations were under way for the meeting of Parliament. Ministers in occasional speeches gave hints of future policy but nothing more definite was said than the statement by Hon. Martin Burrell, Minister of Agriculture, at Calgary (Sept. 25) that: "This country should assume its full share of responsibility in maintaining the British naval supremacy which means a continuance of everything that we value in our national ideals, and at the same time is a guarantee of the unmolested path across the waters to British markets of the produce of Canadian farms and Canadian industries."

Mr. Borden Makes His Announcement to Parliament

The 2nd Session of Canada's twelfth Parliament was opened on Nov. 21st by H.R.H. the Duke of Connaught amid scenes of impressive interest. The pivotal subject of the Speech from the Throne was the Naval policy; it was the central theme of thought and discussion and the announcement made by His Royal Highness was as follows: "During the past Summer four members of my Government conferred in London with His Majesty's Government on the question of Naval defence. Important discussions took place and conditions have been disclosed which, in the opinion of my advisers, render it imperative that the effective Naval forces of the Empire should be strengthened without delay. My Advisers are convinced that it is the duty of Canada at this juncture to afford reasonable and necessary aid for that purpose. A Bill will be introduced accordingly." After the mover of the Address (J. H. Rainville) and the seconder (W. F. Nickle, K.C.) had spoken Sir Wilfrid Laurier and the Premier spoke briefly and were followed by many others.



THE RT. HON. SIR GEORGE HOUSTON REID, G.C.M.G.

High Commissioner in London from the Commonwealth of Australia.
A Visitor to Canada in 1912.

Little was said by the Opposition Leader upon the Naval question other than that the statement of emergency was not borne out by the utterances of the British Premier and the First Lord of the Admiralty. In the Senate on Nov. 26th Sir George W. Ross, the new Liberal Leader in that House, demanded "the facts" as to the alleged situation and grew very sarcastic over the statement of emergency. "What is the matter with Old England? Has she no more sailors to man her ships? Has she no longer an Exchequer with which to build and maintain her ships?" A Naval policy on the basis of a Contribution was no policy at all but was like throwing a penny in a beggar's cap. Senator Domville declared that Britain had all the money she needed; what she did require were men to man her ships. The Hon. W. Pugsley (Lib.), in the Commons on Nov. 29th, dealt briefly with the Naval question. He claimed that dry-dock and other facilities at Montreal, Sydney, and on the Pacific Coast should be available for the construction of all kinds of battleships and declared the absence of a permanent policy to be due to Nationalist pressure from Quebec. W. F. Maclean (Cons.) on Dec. 2nd, while supporting a Contribution, if it were necessary, took strong ground for a Canadian Navy. "We must have sea-power, we must be prepared to build ships, we must be prepared to man them; we must be prepared to fight in them and, if necessary, I say now that I am in favour of a compulsory Naval service in Canada in the interests of the country and of the Empire."

The debate continued with isolated arguments in this connection. On Dec. 3rd A. A. Mondou (Nat. Cons.) moved the following amendment to the Address: "This House is ready and willing at all times to adopt effective measures for the defence of Canada as a self-governing colony under the British Crown. But this House is, nevertheless, of the opinion that the Parliament of Canada is not justified in imposing upon the people of Canada obligations for the general defence of the Empire so long as, under the existing constitutional relations between Canada and the United Kingdom of Great Britain and Ireland, His Majesty's Government, which is solely responsible to the people of the United Kingdom, retains the exclusive direction and control of Imperial and International affairs." It was voted down, practically without discussion, by 183 to 4—the supporters of M. Mondou being H. Achin of Labelle, P. A. Lamarche of Nicolet and J. A. Barette of Berthier—all Conservatives with Nationalist leanings.

With every member in his seat, with densely crowded galleries, with the presence of T.R.H. the Duchess of Connaught and Princess Patricia, Mr. Borden on Dec. 5th introduced his long looked-for measure—the formal Resolutions being in exactly the same terms as the Bill itself—in a speech characterized by careful preparation, thoughtful and statesmanlike dignity and an obvious sense of responsibility. He commenced in a brief review of Canada's relations with the Empire; the necessity which existed in these days of growth to find some means of combining co-operation with autonomy; the obvious

importance of co-operation in trade and defence along lines of effective organization.

> Responsibility for the Empire's defence upon the High Seas, in which is to be found the only effective guarantee of its existence and which has hitherto been assumed by the United Kingdom, has necessarily carried with it responsibility for control of foreign policy. With the enormous increase of Naval power which has been undertaken by all great nations in recent years, this tremendous responsibility has cast an almost impossible burden upon the British Islands which for nearly a thousand years have exercised so profound an influence upon the world's history. That burden is so great that the day has come when either the existence of this Empire will be imperilled or the young and mighty Dominions must join with the Motherland to make secure the common safety and the common heritage of all. When Great Britain no longer assumes sole responsibility for defence upon the High Seas, she can no longer undertake to assume sole responsibility for and sole control of Foreign policy which is closely, vitally, and constantly associated with that defence in which the Dominions participate.

After quoting his 1910 speech in Parliament to prove the carrying out of his pledges the Premier went on to say that in their recent visit to England he and his colleagues had been given the fullest confidence of the British Government as to Foreign policy and Defence —much information being confidential. Expert opinion of every kind had also been obtained. He then read the Memorandum which is printed elsewhere, with the covering letter from Mr. Harcourt, Colonial Secretary, and stated that the document had been prepared under instructions from His Majesty's Government. It was then read carefully amidst the close attention of the House. Mr. Borden proceeded to express regret at the international war preparations and to hope for a time of arbitration and assured peace. Meanwhile, however, Canadians were joint trustees for the security of a vast heritage and must do their duty:

> Do Canadians sufficiently realize the disparity between the naval risks of our Empire and those of any other nation? The armies of continental Europe number their men by the million, not by the thousand; they are highly equipped and organized. The whole population have undergone military training and any one of these countries is absolutely secure against invasion from Great Britain, which could not send an expeditionary force of more than 150,000 men at the highest estimate. Such a force would be outnumbered, twenty to one, by any of the great European Powers. This Empire is not a great military Power and it has based its security in the past, as in the present, almost entirely on the strength of the Navy. A crushing defeat upon the High Seas would render the British Isles or any of the Dominions subject to invasion by any great military Power. The loss of such a decisive battle by Great Britain would practically destroy the United Kingdom, shatter the British Empire to its foundation, and change profoundly the destiny of its component parts.

Twelve years ago the British Navy was supreme on the seas; to-day it is predominant only in the North Sea. In 1902 British expenditure on the Navy was $152,000,000 and to-day it is $220,000,000. Two points were here specified: "It should never be forgotten that without war, without the firing of a single shot or the striking of a blow, our Naval supremacy may disappear and, with it, the sole guarantee of

the Empire's continued existence. . . . The fact that trade routes, vital to the Empire's continued existence, are inadequately defended and protected, by reason of necessary concentration in Home waters, is exceedingly impressive and even startling." The Premier announced that ship-building would be encouraged in Canada. "I am assured, therefore, that the Admiralty are prepared in the early future to give orders for the construction in Canada of small cruisers, oil-tank vessels, and auxiliary craft of various kinds. The plant required is relatively small, as compared with that which is necessary for a Dreadnought battleship, and such an undertaking would have a much more secure and permanent basis from a business standpoint."

As to the proposed contribution of three great battleships to the Empire's Navy Mr. Borden made this statement: "These ships will constitute an aid brought by the Canadian people to His Majesty the King, as a token of their determination to maintain the integrity of the Empire and to assist in repelling any danger which may threaten its security. . . . Canada is sending these ships to range themselves in the battle-line of the Empire with those of the Mother Country, of Australia, and of New Zealand. They will be the three most powerful battleships in the world, and they will bear historic names associated with this country." Comparison was made with the Defence expenditure of other countries which were independent nations—and not very strong ones. Argentine, for instance, in 1909-12 spent $75,000,000 upon Naval and Military defence. If Canada spent as much on defence per head as the United States, or formed a part of that Republic, its annual outlay or taxation would be 20 to 25 million dollars. Reference was made to the powerful British squadrons which were once maintained on Canadian seaboards. "I am sure that the aid which we propose will enable such special arrangements to be consummated that, without courting disaster at home, an effective fleet of battleships and cruisers can be established in the Pacific, and a powerful squadron can periodically visit our Atlantic seaboard."

At this point the Premier emphasized the fact that a system of regular and periodical contributions was not proposed and was not the most satisfactory solution of the permanent question. The present one was to meet an emergency and in response to the carefully stated opinion of the Admiralty as being most desirable: "These ships will be at the disposal of His Majesty, the King, for the common defence of the Empire. They will be maintained and controlled as part of the Royal Navy; and we have the assurance that if at any time in the future it should be the will of the Canadian people to establish a Canadian unit of the British Navy these vessels can be recalled by the Canadian Government to form part of that Navy, in which case, of course, they would be maintained by Canada and not by Great Britain. In that event there would necessarily be reasonable notice of such recall." Mr. Borden eulogized the splendid fabric and organization of Naval power embodied in the Royal Navy and deprecated proposals looking to a Canadian Navy. "In my humble opinion nothing of an efficient character could be built up in this country within

a quarter of a century or, perhaps, half a century. Even then it would be a poor and weak susbtitute for that splendid organization which the Empire already possesses and which has been evolved and built up through centuries of the most searching experience and of the highest endeavour. Is there really any need that we should undertake this hazardous and costly experiment of building up a naval organization especially restricted to this Dominion, when upon just and self-respecting terms we can take such part as we desire in Naval defence through the existing Naval organization of the Empire." He explained that the additional cost of construction in Canada of the three ships under consideration would be $12,000,000 and the delay a matter beyond estimate. As to representation in Empire Councils the Committee of Imperial Defence afforded a temporary method of meeting obvious difficulties:

> While the Committee does not control policy in any way and could not undertake to do so, as it is not responsible to Parliament, it is necessarily and constantly obliged to consider Foreign policy and Foreign relations, for the obvious reason that Defence, and especially Naval defence, is inseparably connected with such consideration. I am assured by His Majesty's Government that, pending a final solution of the question of voices and influence, they would welcome the presence in London of a Canadian Minister during the whole or portion of each year. Such Minister would be regularly summoned to all meetings of the Committee of Imperial Defence, and would be regarded as one of its permanent members. No important step in Foreign policy would be undertaken without consultation with such a representative of Canada.

An eloquent peroration followed: "Bringing the best assistance that we may in the urgency of the moment we come thus to her aid, in token of our determination to protect and ensure the safety and integrity of this Empire, and of our resolve to defend on sea, as well as on land, our flag, our honour and our heritage." Sir Wilfrid Laurier then moved the adjournment and merely expressed pleasure at knowing that there was no real emergency but simply the usual tendency towards excessive European armament. As the Premier concluded his supporters rose with vigorous and long-continued cheers. "Rule Britannia" and "God Save the King" were sung and joined in by the Opposition and the galleries while Mr. Frank Oliver was conspicuous as the only member who remained seated and who did not join in the National Anthem. Supplementary to this speech and to the Official document which follows was a letter from Mr. Churchill, First Lord of the Admiralty, addressed to Mr. Borden and dated Nov. 4th, of which the following were the chief paragraphs:

> I have given careful consideration to your two letters about the encouragement of the ship-building industry in Canada. I recognize the importance of such a policy on general grounds not less than from the immediate Canadian standpoint; and any practical scheme for Admiralty co-operation would command my support. The main difficulty to be surmounted is to obtain that high degree of expert knowledge and experience which modern warships require for their efficient construction. We might, however, in the first instance agree upon certain classes of vessels with which it may be considered that competent Canadian shipyards would be

able to deal. The most suitable classes of vessels with which to inaugurate the system would be light cruisers, oil-tank vessels, and small craft for auxiliary services. We should, if it would meet your views, be prepared to invite tenders from approved Canadian firms for the construction of some vessels of such classes in the near future.

The Admiralty Memorandum on the General Naval Situation, Transmitted to Ottawa, Oct. 25, 1912

1. The Prime Minister of the Dominion of Canada has invited His Majesty's Government through the Board of Admiralty to prepare a statement of the present and immediately prospective requirements of the Naval defence of the Empire for presentation to the Canadian Parliament if the Dominion Cabinet deem it necessary. The Lords Commissioner of the Admiralty are prepared to comply and to supplement, in a form which can be made public, the confidential communications and conversations which have passed between the Admiralty and Ministers of the Dominion Parliament during the recent visit to the United Kingdom. The Admiralty set the greatest store by the important material, and still more important moral, assistance which it is within the power of Canada to give to maintaining British Naval Supremacy on the High Seas, but they think it necessary to disclaim any intention, however indirect, of putting pressure upon Canadian public opinion, or of seeking to influence the Dominion Parliament in a decision which clearly belongs solely to Canada. The Admiralty, therefore, confine themselves in this statement exclusively to facts, and it is for the Dominion Government and Parliament to draw their own conclusions therefrom.

2. The power of the British Empire to maintain the superiority on the Sea, which is essential to its security, must obviously be measured from time to time by reference to the other Naval forces of the world, and such a comparison does not imply anything unfriendly, in intention or in spirit, to any other Power or group of Powers. From this point of view the development of the German Fleet during the last fifteen years is the most striking feature of the Naval situation to-day. That development has been authorized by five successive Legislative enactments, viz., the Fleet Laws of 1898, 1900, 1906, 1908 and 1912. These laws cover the period up to 1920. Whereas in 1898 the German Fleet consisted of 9 battleships (excluding coast defence vessels), 3 large cruisers, 28 small cruisers, 113 torpedo boats, and 25,000 men—maintained at an annual cost of £6,000,000; the full Fleet of 1920 will consist of 41 battleships, 20 large cruisers, 40 small cruisers, 144 torpedo-boats, 72 submarines and 101,500 men—estimated to be maintained at an annual cost of £23,000,000.

These figures, however, give no real idea of the advance, for the size and cost of ships has risen continually during the period and, apart from increasing their total numbers, Germany has systematically replaced old and small ships, which counted as units in her earlier Fleet, by the most powerful and costly modern vessels. Neither does the money provided by the Estimates for the completed Law represent the increase in cost properly attributable to the German Navy, for many charges borne on British Naval funds are otherwise defrayed in Germany; and the German Navy comprises such a large proportion of new ships that the cost of maintenance and repair is considerably less than in Navies which have been longer established.

3. The naval expansion of Germany has not been provoked by British Naval increases. The German Government have repeatedly declared that their Naval Policy has not been influenced by British action, and the following figures speak for themselves: In 1905 Great Britain was building 4 capital ships and Germany 2; in 1906 Great Britain reduced to 3 capital ships and Germany increased to 3; in 1907 Great Britain built 3 capital ships and Germany built 3; in 1908 Great Britain further reduced to 2 capital ships and Germany further increased to 4. It was not until the efforts of Great Britain to procure the abatement or retardation of Naval rivalry had failed for 3 successive years that the Admiralty were forced

to take exceptional measures to secure against all possible hazards the safety of the Empire. In that year, 8 capital ships were laid down in Great Britain, and 2 others were provided by the Commonwealth of Australia and the Dominion of New Zealand respectively—a total of 10.

4. In the spring of the present year the fifth German Navy Law was in 1909, upon a general review of the Naval situation, to ask Parliament increase in the new construction of Capital ships, though that is important, assented to by the Reichstag. The main feature of that law is not the but rather the increase in the striking force of ships of all classes, which will be immediately available at all seasons of the year. A third squadron of 8 battleships will be created and maintained in full commission as part of the active battle fleet. Whereas, according to the unamended Law, the active battle fleet consisted of 17 battleships, 4 battle or large armoured cruisers, and 12 small cruisers, it will in the near future consist of 25 battleships, 8 battle or large armoured cruisers, and 18 small cruisers; and whereas at present, owing to the system of recruitment which prevails in Germany, the German Fleet is less fully mobile during the winter than during the summer months, it will, through the operation of this Law, not only be increased in strength, but rendered much more readily available. Ninety-nine torpedo-boat destroyers, instead of 66, will be maintained in full commission out of a total of 144; 72 new submarines will be built within the currency of the new Law, and of these it is apparently proposed to maintain 54 with full permanent crews. Taking a general view, the effect of the Law will be that nearly four-fifths of the entire German Navy will be maintained in full permanent commission; that is to say, instantly and constantly ready for war.

So great a change and development in the German Fleet involves, of course, important additions to their *personnel*. In 1898 the officers and men of the German Navy amounted to 25,000. To-day that figure has reached 66,000. The new Law adds 15,000 officers and men, and makes a total in 1920 of 101,500. The new construction under the Law prescribes the building of 3 additional battleships—1 to be begun next year, 1 in 1916 —and 2 small cruisers, of which the date has not yet been fixed. The date of the third battleship has not been fixed. It has been presumed to be later than the six years which are in view. The cost of these increases in men and material during the next six years is estimated at £10,500,000 spread over that period above the previous estimates. The facts set forth above were laid before the House of Commons on the 22nd July, 1912, by the First Lord of the Admiralty.

5. The effect of the new German Navy Law is to produce a remarkable expansion of strength and readiness. The number of battleships and large armoured cruisers which will be kept constantly ready and in full commission will be raised by law from 21, the present figure, to 33—an addition of 12, or an increase of about 57 per cent. The new Fleet will, in the beginning, include about 20 battleships and large cruisers of the older type, but gradually as new vessels are built the fighting power of the Fleet will rise until in the end it will consist completely of modern vessels. The complete organization of the German Fleet, as described by the latest Law, will be 5 battle squadrons and a fleet flagship, comprising 41 battleships in all, each attended by a battle or armoured cruiser squadron, complete with small cruisers and auxiliaries of all kinds and accompanied by numerous flotillas of destroyers and submarines. This full development will only be realized step by step; but already in 1914 2 squadrons will, according to Admiralty information, be entirely composed of what are called Dreadnoughts, and the third will be made up of good ships like the *Deutschlands* and the *Braunschweigs*, together with 5 Dreadnought battle cruisers. This great fleet is not dispersed all over the world for duties of commerce protection or in discharge of Colonial responsibilities; nor are its composition and character adapted to those purposes. It is concentrated and kept concentrated in close proximity to the German and British coasts. Attention must be drawn to the explicit declaration of the tactical objects for which the German Fleet exists as set forth in the preamble to the Naval Law of 1900 as follows: "In order to protect German trade

and commerce under existing conditions, only one thing will suffice, namely, Germany must possess a battle fleet of such a strength that even for the most powerful naval adversary a war would involve such risks as to make that Power's own supremacy doubtful. For this purpose it is not absolutely necessary that the German Fleet should be as strong as that of the greatest naval Power, for, as a rule, a great Naval Power will not be in a position to concentrate all its forces against us."

6. It is now necessary to look forward to the situation in 1915. In home waters, in the spring of the year 1915, Great Britain will have 25 "Dreadnought" battleships and 2 "Lord Nelsons." Germany will have 17 "Dreadnought" battleships. Great Britain will have 6 battle cruisers. Germany will have 6 battle cruisers. These margins in new ships are sober and moderate. They do not err on the side of excess. The reason they suffice for the present is that Great Britain possesses a good superiority in battleships, and especially armoured cruisers, of the pre-Dreadnought era. The reserve strength will steadily diminish every year, actually, because the ships of which it is composed grow old, and relatively, because the new ships are more powerful. It will diminish more rapidly if new construction in Germany is increased or accelerated. As this process continues, greater exertions will be required by the British Empire. Four battle cruisers and four armoured cruisers will be required to support British interests in the Mediterranean during the years 1913 and 1914. During those years the navies of Austria and Italy will gradually increase in strength, until in 1915 they will each possess a formidable fleet of 4 and 6 Dreadnought battleships respectively, together with strong battleships of the pre-Dreadnought types and other units, such as cruisers, torpedo-craft, etc. It is evident, therefore, that in the year 1915 one squadron of 4 battle cruisers and 4 armoured cruisers will not suffice to fulfil our requirements, and its whole composition must be re-considered. It has been necessary within the past decade to concentrate the fleet mainly in Home waters. In 1902 there were 160 British vessels on the Overseas stations against 76 to-day.

7. Naval supremacy is of two kinds: general and local. General naval supremacy consists in the power to defeat in battle and drive from the seas the strongest hostile navy or combination of hostile navies wherever they may be found. Local superiority consists in the power to send in good time to, or maintain permanently in some distant theatre, forces adequate to defeat the enemy or hold him in check until the main decision has been obtained in the decisive theatre. It is the general naval supremacy of Great Britain which is the primary safeguard of the security and interests of the great Dominions of the Crown, and which for all these years has been the deterrent upon any possible designs prejudicial to or inconsiderate of their policy and safety. The rapid expansion of Canadian sea-borne trade, and the immense value of Canadian cargoes always afloat in British and Canadian bottoms, here require consideration. On the basis of the figures supplied by the Board of Trade to the Imperial Conference of 1911, the annual value of the Overseas trade of the Dominion of Canada in 1909-10 was not less than £72,000,000 and the tonnage of Canadian vessels was 718,000 tons, and these proportions have already increased and are still increasing. For the whole of this trade, wherever it may be about the distant waters of the world, as well as for the maintenance of her communications, both with Europe and Asia, Canada is dependent, and has always depended upon, the Imperial Navy, without corresponding contribution or cost. Further, at the present time and in the immediate future Great Britain still has the power, by making special arrangements and mobilizing a portion of the reserves, to send, without courting disaster at home, an effective fleet of battleships and cruisers to unite with the Royal Australian Navy and the British squadrons in China and the Pacific for the defence of British Columbia, Australia and New Zealand. And these communities are also protected and their interests safeguarded by the power and authority of Great Britain so long as her naval strength is unbroken.

8. This power, both specific and general, will be diminished with the

growth not only of the German Navy, but by the simultaneous building by many Powers of great modern ships of war. Whereas, in the present year, Great Britain possesses 18 battleships and battle-cruisers of the Dreadnought class against 19 of that class posessed by the other Powers of Europe, and will possess in 1913, 24 to 21, the figures in 1914 will be 31 to 33; and in the year 1915, 35 to 51. The existence of a number of navies all comprising ships of high quality must be considered in so far as it affects the possibilities of adverse combinations being suddenly formed. Larger margins of superiority at Home would, among other things, restore a greater freedom to the movements of the British Squadrons in every sea, and directly promote the security of the Dominions. Anything which increases our margin in the newest ships diminishes the strain and augments our security and our chances of being left unmolested.

9. Whatever may be the decision of Canada at the present juncture, Great Britain will not in any circumstances fail in her duty to the Oversea Dominions of the Crown. She has before now successfully made head alone and unaided against the most formidable combinations and she has not lost her capacity by a wise policy and strenuous exertions to watch over and preserve the vital interests of the Empire. The Admiralty are assured that His Majesty's Government will not hesitate to ask the House of Commons for whatever provision the circumstances of each year may require. But the aid which Canada could give at the present time is not to be measured only in ships or money. Any action on the part of Canada to increase the power and mobility of the Imperial Navy, and thus widen the margin of our common safety, would be recognized everywhere as a most significant witness to the united strength of the Empire, and to the renewed resolve of the Overseas Dominions to take their part in maintaining its integrity.

10. The Prime Minister of the Dominion having enquired in what form any immediate aid that Canada might give would be most effective, we have no hesitation in answering after a prolonged consideration of all the circumstances that it is desirable that such aid should include the provision of a certain number of the largest and strongest ships of war which science can build or money supply.

Public Comments on Mr. Borden's Speech and Policy

Conservative opinion was practically solid in (1) approving an emergency contribution and (2) expressing confidence in the future development of a permanent Government policy which would commend itself to the people. The Hamilton *Spectator* compared the current impulse of approval to Canadian feeling at the time of the South African War; the Vancouver *Province* declared that emergency, or no emergency, Canada had at last taken her place in the comity of nations—" not by grace of Great Britain but in right of her own strength "; the Victoria *Colonist* described Mr. Borden as representing the sentiment of the Canadian people; the Toronto *Mail and Empire,* Montreal *Star,* the Toronto *News,* and other party journals were enthusiastic in their comments and the last-mentioned noted this point: " For hundreds of years the experts at the Admiralty have had the security of the British Dominions in their charge. The Defence machine which they have so long maintained is the most efficient in the world and they, only, can speak with the last word of authority on this question." The policy involved an extension of autonomy, an increase in Canadian power; with prompt action if the emergency was clear. The action taken was wise, patriotic, and economical; " Let the vote be unanimous," said the *News.*

The Toronto *Telegram* declared that Mr. Borden "summons the representatives of a free people to support a policy that is an exercise, not an abdication of national sovereignty; a policy that implies the vindication, not the destruction of Canada's autonomy." Britain was the keeper of the World's peace and, in supporting her Navy, Canada stood out as a helper in this great cause. Much was said of the Imperial Defence Committee and membership in it as a step toward closer union and fuller control over Imperial affairs. The Premier received at this time a multitude of congratulatory telegrams from Canada and Great Britain and, on Dec. 10th, a largely attended Ministerial caucus met at Ottawa and, according to the press announcements, was unanimous and enthusiastic in support of the Government's proposals.

The Liberal press was not a unit in the matter. The Calgary *Albertan* was quite sure of its position. "Thirty-five millions for three Dreadnoughts, which are not needed, passed without sanction, mandate, or any authority of the people in order to satisfy the Jingoes and greedy manufacturers. There is no emergency, there is no control. It is right-about-face in our methods of administration, it weakens our autonomy. It is an enormous amount of money. It is but the beginning of an unnecessary Naval expenditure." The Vancouver *Sun* claimed that "the argument that Britain has been obliged to withdraw ships and reduce the Naval strength of all her Overseas stations can be effectively met so far as Canada is concerned by building a Naval defence unit on the Pacific." To the Halifax *Chronicle* the plan was a poor and humiliating substitute for a thoroughly Canadian policy; to the Ottawa *Free Press* it was a dragging of the Dominions into the maelstrom of European Jingoism. At the same time it was a question if Canada could maintain her self-respect and refuse. The Toronto *Star* described it as a splurge, not a policy; the Hamilton *Times* feared that it meant the beginning of a system of continuous contribution. The Toronto *Globe* was emphatic in its opinions. There was no emergency; there was a destruction of autonomy:

> Mr. Borden and his supporters stand for a vote of $35,000,000 for the building of Dreadnoughts to be maintained by the British tax-payer. Let Liberals show their devotion to the Empire and to Canadian autonomy by demanding that Canada shall maintain as well as build the ships and by declaring that when they are built, they will be kept by Canada in the North Sea, or on the Atlantic, or wherever the Admiralty advises the Parliament of Canada they will most effectively aid in upholding the flag of the United Empire. Mr. Borden proposes tribute, not a partnership. Liberalism can have no part or lot in a policy that Australia long ago found inconsistent with the self-respect of a great, free, self-governing State.

Some Liberal papers took a different view. The Montreal *Witness* wanted an appeal to the people and denounced Mr. Borden's alleged change of attitude. "We may say, however, that his policy is altogether in accord with the views which *The Witness* has not ceased to express since very long before the Naval question became acute." The Montreal *Herald* (Nov. 30th) deprecated hostile action by the Opposition. Mr. Borden knew his ground and would take the responsibility.

Why not leave him with it! "We are unqualifiedly in favour of the principle of a Canadian Navy, with all that it implies in an augmented industrial population; in the creation of a Naval spirit and the preservation of our autonomy; in the added strength in men that it will bring to the Empire's forces. Yet we cannot but feel, Sir Wilfrid, that this is not the time to declare that through such a Navy and only through it will the Liberal Party consent to Canada's participation in the defence of the Dominion and of the Empire. The time is not propitious for such a declaration." On Dec. 6th it stated that there was nothing unexpected in the Government's proposal and agreed with Mr. Borden as to the great moral effect of aid to Britain at this juncture. There were many difficulties but discussion should suffice to settle the matter without partizan action by the Liberal Opposition. The reception of these proposals (Dec. 7th) "should be marked by unanimity."

The Manitoba *Free Press* was explicit on certain points. On Dec. 5th it asserted that "to say that the Dominion of Canada cannot make a direct gift to the Imperial Navy, either of cash or Dreadnoughts without outraging the principles of self government is just so much nonsense." It construed the Admiralty's statement as a recommendation for permanent contribution and considered Canada's action at this juncture as indicating, probably, the permanent policy of its people. "We advise the Canadian people to keep their minds open upon the question—to study dispassionately the facts as they will be presented, to weigh the arguments in order that they reach a just judgment as to what is desirable in the interests alike of Canada and the Empire." The St. John *Telegraph* (Dec. 7th) deprecated Mr. Borden's hostility to the Canadian Navy scheme but, "mistaken as we believe Mr. Borden's policy to be in these respects, we would much prefer that it should be accepted rather than that Canada's participation in Imperial Naval defence should be prevented or delayed unduly." On Dec. 6th a fully attended Liberal caucus at Ottawa unanimously expressed itself in favour of a Canadian Navy, as being assured that there was no emergency, and as ready to vote the $35,000,000 unanimously if applied along the lines approved in 1909.

Sir Wilfrid Laurier and the Opposition Policy

The Leader of the Liberal Opposition in his presentation of policy to the Commons on Dec. 12th made one of the most important speeches of his public life and put the issue strongly from the standpoint of a Canadian Navy. He argued from the Admiralty document that "there is no emergency, that England is in no danger, whether imminent or prospective." It showed, however, that the removal of British ships from the seas of the world had left Canadian commerce in danger and this danger should be met so that wherever—"in the distant seas, or in distant countries, in Australia, Canada or elsewhere —a British ship has been removed to allow of concentration in European waters, that ship should be replaced by a ship built, maintained, equipped and manned by the young nation immediately concerned."

He denounced the Premier for an alleged departure from his policy of 1909 and proceeded: "What is this Contribution that we have to-day before us and upon which we are asked to vote? It is big in money; it is big in figures. Is it as big otherwise as it ought to be? You give England two or three Dreadnoughts to be paid for by Canada, but to be equipped, maintained and manned by England. In justice to my Right Hon. friend I must qualify that statement because he told us that he had secured from the Imperial authorities the privilege of having Canadian officers serve on these ships. Oh, ye Tory Jingoes, is that the amount of the sacrifice you are prepared to make? You are ready to furnish Admirals, Rear-Admirals, Commodores, Captains, officers of all grades, plumes, feathers and gold lace; but you leave it to England to supply the bone and sinews on board these ships. You said that these ships shall bear Canadian names; that will be the only thing Canadian about them. You hire somebody to do your work: in other words you are ready to do anything except the fighting." Sir Wilfrid concluded by moving the following Amendment which was still under debate at the close of the year and the Christmas adjournment of the House:

That this House declines to concur in the said Resolution, and orders that the same be referred back to the Committee with instructions to amend the same in the following particulars, namely: to strike out all the words after Clause A and substitute therefor the following:

The Memorandum prepared by the Board of Admiralty on the general naval situation of the Empire and communicated to this House by the Right Hon. the Prime Minister, on December 5th, shows that several of the most important of the foreign Powers have adopted a definite policy of rapidly increasing their naval strength; that this condition has compelled the United Kingdom to concentrate its naval forces in Home waters involving the withdrawal of ships from the outlying portions of the Empire; that such withdrawal renders it necessary that Canada, without further delay, should enter actively upon a permanent policy of Naval defence; that any measure of Canadian aid to Imperial naval defence which does not employ a permanent policy of participation by ships owned, manned, and maintained by Canada, and contemplating construction as soon as possible in Canada, is not an adequate or satisfactory expression of the aspirations of the Canadian people in regard to Naval defence, and is not an assumption by Canada of her fair share in the maintenance of the naval strength of the Empire.

This House regrets to learn the intention of the Government to indefinitely postpone the carrying out by Canada of a permanent Naval policy. It is the opinion of this House that measures should be taken at the present Session to give effect actively and speedily to the permanent Naval policy embodied in the Naval Service Act of 1910, passed pursuant to the Resolution unanimously approved by this House in March, 1909. This House is further of the opinion that to increase the power and mobility of the Imperial navy by the addition by Canada, under the above Act, of two Fleet units, to be stationed on the Atlantic and Pacific Coasts of Canada, respectively, rather than by a contribution of money or ships, is the policy best calculated to afford relief to the United Kingdom in respect of the burden of Imperial naval defence and, in the words of the Admiralty Memorandum, to 'restore greater freedom to the movements of the British squadrons in every sea, and directly promote the security of the Dominions.' And that the Government of Canada should take such steps as shall lead to the accomplishment of this purpose as speedily as possible.

Clause A in Mr. Borden's Resolutions read as follows: "(1) Out of the Consolidated Revenue Fund of Canada there shall be paid and applied a sum not exceeding thirty-five million dollars for the purpose of immediately increasing the effective Naval forces of the Empire." Unanimous singing of the National Anthem followed the Liberal Leader's speech.

A Brief Parliamentary Debate on Naval Affairs

During the ensuing 1912 portion of the debate upon Mr. Borden's Motion and Sir Wilfrid Laurier's Amendment the speakers for the Government were Hon. J. D. Hazen, Hon. L. P. Pelletier, H. B. Ames, J. A. M. Aikins, W. S. Middlebro, J. W. Edwards, H. H. Stevens, O. J. Wilcox, Hon. Geo. E. Foster; for the Opposition Hon. G. P. Graham, Michael Clark, W. M. German, D. A. Lafortune, Hon. Frank Oliver, Hugh Guthrie and E. W. Nesbitt. Mr. Hazen charged the Liberal leader with partizanship and defended Mr. Borden's consistency; quoted Sir Wilfrid Laurier as refusing the Admiralty's suggestion of one Fleet unit in 1909 and as now himself proposing two Fleet units; denied that the Contribution proposals were a substitute for the Canadian Navy plans. "That policy might have existed, it might have been going on now, and yet we would have felt compelled to ask Parliament for the contribution which we are now asking it to make to the effective Naval forces of the Empire. It is a contribution, not part of a permanent policy—a contribution intended to meet the circumstances of the case as they are now."

The defence of the Empire was based on Sea-power and the protection of British food supplies as well as commerce depended upon the Navy. In 1911 $330,000,000 worth of British grain supplies came to the United Kingdom by sea and in 1912 five European Powers, the United States and Japan, spent $522,000,000.00 upon their Naval forces as against $287,000,000.00 in 1901. If the expansion of the German Navy was for the purpose of protecting its trade a great fleet of cruisers would have been built and scattered over the world; as it is there were immense fleets of Dreadnoughts centered in Home waters—on a small coast line with few harbours but vast fortifications. Upon the charge that money would have to be borrowed for this Contribution Mr. Hazen said: "My belief is that these ships will be obtained and equipped without adding one single dollar to the permanent Debt of Canada and the cost mentioned will be taken from the revenue of Canada alone."

Mr. Aikins argued at length that the Liberal policy meant aid to the Imperial Navy by establishing two units, separate from that Navy, sometimes acting with it, sometimes not acting with it, and always under separate control. Mr. Pelletier was sarcastic in his references to manning Canadian Dreadnoughts when Canada had been unable to man the *Niobe* or *Rainbow* and described the great battle of the future as taking place far from Canadian waters. "We have had tons of words and carloads of statements but what Canada wants to-day is action. . . . We are becoming partners of Great Britain; at all events we are getting closer to Great Britain, and this will be one

of the big steps in that direction. We are ceasing to be a colony and becoming something more important." After historical references to what Great Britain had done for the French-Canadians Mr. Pelletier concluded by demanding support for "our common heritage and our common Empire."

As to Germany and trade protection H. H. Stevens pointed out (Dec. 16) that the British Empire commerce was 8,000 millions and that of the other five great Powers together about one-half that amount; yet the combined armies on a war footing of those countries exceeded the British by a total of 13,000,000 to 500,000 with, also, total Naval forces twice the size of the British fleets. H. B. Ames' chief point was that Canadians were becoming "participating citizens" in the Empire. Autonomy was the dominant idea of the 19th century; co-partnership is to be the all-embracing ideal and reality of the 20th. O. J. Wilcox dealt with the burdens and greatness, the difficulties and obligations of Empire and Canada's duty in the premises. "What makes our people justly proud is that they are free-born inheritors of not only the biggest, but the best Empire that the world has ever seen, an Empire unique in the world's history, a united family of nations, with common interests, common ideals, a common cause and all devoted to human progress and peace."

Mr. Foster wound up the debate for the Government (Dec. 18) and for the year. He reviewed the history of Colonial participation in Naval defence. As a result of the 1902 Imperial Conference Cape Colony increased her contribution from £30,000 to £50,000 yearly; Australia increased her contribution from £100,000 to £200,000 yearly; Natal increased her contribution from £12,000 to £35,000 annually; New Zealand from £20,000 to £40,000 annually and Newfoundland from £3,000 to £4,800 annually. Canada did nothing. At the 1909 Conference Australia undertook to provide a Naval unit in the Pacific including one Dreadnought and New Zealand to give a single Dreadnought. The Admiralty proposals were as follows: "If Australia will build a Unit, if Canada will build a Unit, and if New Zealand will do her part as she promises to do, Great Britain will add what is necessary to make New Zealand a Unit, and China and India also a Unit. These four Units—these 54 vessels, headed by 4 great fighting machines—will be devoted to the unprotected Pacific Coast, and will aid the Imperial fleet to the greatest possible extent to which aid can be given." Canada again refused to join in and the only result was the Naval Service Act of 1910 and what the speaker described as its useless and futile results. Now, the Opposition Leader was willing to give two Units despite his contention that there was no emergency.

The Liberal point of view was expressed by Hon. George P. Graham on Dec. 12. His main idea was a separate consideration of the duty of Canadians as British subjects and of their rights and privileges as Canadians. He deprecated the giving of battleships without men; described what Canadians had done to hold Canada for the Empire; proclaimed the creation of Confederation a greater Imperial service

than the presentation of many Dreadnoughts; urged the value of autonomy and responsibility in promoting unity and action; quoted British statesmen, such as Mr. Balfour, in favour of the claim that local autonomy was the bulwark of the Empire and centralization its greatest danger; declared the new policy a menace to responsible government and a revival of Family Compact views. He summarized his reasons as follows:

I. For Opposing Mr. Borden's Resolution.

1. It constitutes us a nation of substituters, willing to allow others to take our places in the firing line in the defence of the Empire
2. It ignores the true test of devotion—the sacrifice of ourselves, if necessary, as well as money, in the defence of the common cause.
3. It reverses the policy of the past seventy years and is a retrograde step in the constitutional relations existing between the Motherland and Canada.
4. At the best, it is but an expedient, humiliating to both the Empire and Canada, and makes no provision for a policy of permanent benefit to both.
5. It is in no wise a solution of the problem of Naval defence, but merely a temporary make-shift, without lasting result to the Motherland or to the Dominion of Canada.

II. For Supporting the Amendment.

1. Because it is a real and permanent policy commensurate at once with the needs of the Empire and the dignity of the Canadian people.
2. It will establish and develop a large ship-building industry in Canada, giving employment to many of our people.
3. It will tend to strengthen the tie that binds us to the Motherland, and will intensify, if that were possible, the strong feeling of loyalty and patriotism which now exists in Canada.

Mr. Hugh Guthrie maintained that Great Britain was quite able to maintain her interests against Germany and that there was no crisis or need for sudden action by Canada; denounced those who thought or said that Britain was begging for Colonial aid; urged the importance of a great ship-building industry for Canada; described the Laurier Government as having in 1910 made a beginning in Empire defence with $13,000,000 involved for construction and $3,500,000 yearly for maintenance; deprecated Party division on this subject and dwelt on the value of Canada's moral support to Great Britain. He concluded by urging a compromise. "Is there then a very great difference between us except in the matter of form? The British Admiralty has not asked for any specific number of Dreadnoughts. The Government has fixed that of its own notion. Might not that portion of the Bill be modified to make it two Dreadnoughts? Might not we on this side of the House modify our proposals a little and allow these Dreadnoughts to be constructed in Great Britain. Then the rest of the Fleet units could certainly be constructed in Canada within a reasonable time? We could establish our navy yards and our construction plants and go on with the work."

Dr. Michael Clark dwelt at length on the value to the Empire of patrolling fleets owned by the Dominions and upon the risk of

Canada under present proposals being involved in "the maelstrom of European politics" and "the ruin of civilization through armaments." The contribution was unnecessary and it was assuming, for Canada, a badge of inferiority. Mr. Frank Oliver argued for the Canadian defence of trade routes and referred to the chance of one small hostile vessel holding up the commerce of Canada. Canadian ships would protect the food supply passing between this continent and Great Britain. He admitted that the defeat of Britain in a Naval war might mean the domination of Canada by a hostile Power. A sufficient Canadian fleet was, therefore, necessary to protect Canadian territory in the event of British defeat. This Dominion must have full control of ships built with Canadian money. Mr. Oliver concluded by defending himself from not standing when the National Anthem was sung after Mr. Borden's speech because the singing was done for partisan purposes. The difference between the two policies was defined as:

> **The difference between contribution and co-operation; between temporizing and decision; between humiliation and self-respect; between hiring Naval protection and providing it; between contribution to the Naval forces where they are the strongest and strengthening them where they are the weakest; between making an appeal that is to be justified to one section of the people on the ground of Imperial loyalty and to another section on the ground of Imperial disloyalty, and making an appeal to Canadians of all sections and races to bear their fair share of the increasing burden of Imperial Naval defence.**

British and Imperial Opinion of the Two Policies

British opinion was, with some important exceptions, in favour of Mr. Borden's policy. It was claimed that the position now and in 1909, when the Admiralty supported the Naval unit idea, had entirely changed. The German navy was not then an immediate menace. Now four-fifths of Germany's greatly increased Naval force was maintained on a war footing within 400 miles of the British shores; her ships were always kept ready for attack at a moment's notice. An interesting statement bearing on the Canadian discussion was made by the *Canadian Gazette* of London (Dec. 5th): "As for the manning of the new ships there would, we are assured, be no difficulty. There are 13 smaller ships in the British Navy to-day which have ceased to merit a place in the first fighting line—ships of the *Canopus* and *Duncan* class—which were built for the Mediterranean and China seas, but which are no match for the foreign Dreadnoughts to be met there to-day. There are two other ships, *Swiftsure* and *Triumph,* which were bought at the beginning of the Russo-Japanese War to prevent them falling into the hands of Russia. In all, these ships employ 10,000 officers and men or enough to man at least a dozen Dreadnoughts."

The Manchester *Guardian* (Lib) was not satisfied (Dec. 5) with the Admiralty's handling of this question. It was said to be too much after the style of Mr. Chamberlain's "Weary Titan" appeal. The Westminster *Gazette* (Lib.) said: "We share none of the misgivings

expressed in some quarters. The true system of alliances for the British Empire is that of alliances with her own peoples beyond the seas. On that basis the British Empire will not be drawn into European militarism but will evolve on its own principle of sea-power. Let the Dominion statesmen be really brought into confidential relations with Foreign affairs. Let them be told everything and given a fair voice and that voice, we are confident, will be for peace and moderation." T. P. O'Connor, M.P. (Rad.), cabled on Dec. 7th that "the general sense of relief at the end of continental tension was followed by the new and even greater source of English contentment in the announcement of Canada's present of Dreadnoughts to the British fleet. The first impression was almost stupefaction at the great size of Canada's offer, and the papers of all opinion welcomed this proposal as a striking demonstration to the friends, and even more to the foes, of Britain of the solidarity and resources of the British Empire."

In the Commons on Dec. 9 Mr. Churchill noted the fear that Canada's gift might be used in curtailing Britain's own programme of construction and stated that he agreed with the Canadian Government's view and that "the aid given by Canada should be in addition to the existing British programme and that any steps Canada might take should directly strengthen the Naval forces of the Empire and the margin available for its security." As to the Defence Committee *The Times* of Dec. 9th had this to say: "It is a purely consultative body and its character will not be altered by the appointment of a Canadian Minister. Mr. Borden explained its powers and limitations with perfect clearness in his speech. These powers and limitations are not affected by his proposals but the usefulness of the Committee within these limitations is greatly increased." The *Times* (Dec. 13) also pointed out that "the three ships proposed by Mr. Borden cannot be built in three years; so that a permanent policy has full time to mature and, meanwhile, his arrangements with the Admiralty will secure the immediate development of constructional facilities in Canada."

The *Daily Mail* (Cons.) congratulated Sir W. Laurier upon his improved policy but pointed out that "one super-Dreadnought in each ocean, separated by thousands of miles, would not protect Canada against any enemy who had two super-Dreadnoughts in either sea." The *News-Leader* (Lib.) opposed the Borden proposals as weakening the control of the British Commons over questions of Foreign policy and approved his opponent's scheme as giving Canada a Maritime force of its own. The London *Standard* (Cons.) was sure (Dec. 13) of its ground. While the Admiralty was described as neutral in expression of opinion "it is known that the Admiralty strategists favour the course Mr. Borden proposes. One great fleet, under one control, concentrated at the real point of danger is the most effective instrument for offence and defence. Canada no less than England will be the best protected in time of war by seeking out the main fleet of her strongest opponent and striking it down. If we are to fight an European foe, one battleship in the North Sea is worth half a dozen in

the Pacific. Concentration and instant readiness to deal an overwhelming blow are the essence of Naval strategy." Personal expressions of appreciation and praise as to the gift of Dreadnoughts were publicly made by Earl Grey, Lord Lansdowne, F. M. Earl Roberts, Earl Brassey, Admiral Lord Charles Beresford, Admiral Sir Edmund Freemantle, Mr. Herbert Samuel, Postmaster-General, Rt. Hon. J. A. Pease of the Board of Education, Dr. Macnamara, M.P., Financial Secretary to the Admiralty, Rt. Hon. W. H. Long, M.P., Rt. Hon. A. Lyttelton, M.P., F. E. Smith, K.C., M.P., R. Yerburgh, M.P., Chairman of the Navy League, and Arthur H. Lee, M.P. A few further comments of the British press may be given:

Morning Post (Cons.): It is help in time of need—the sort of help which proves who are our true friends.

Daily Mail (Cons.): No policy could be more statesmanlike or patriotic than this, nor could it have been proclaimed in nobler and more moving words. They will ring throughout the world as a declaration that the Dominions stand side by side with the Mother Country in the great task of assuring the command of the sea.

Daily Express (Cons.): Mr. Borden's speech and the decision of which it is the considerate expression reshapes the whole meaning of Empire and establishes on a new basis the security of our common heritage.

Daily Chronicle (Lib.): The spectacle of the Daughter nations coming to the aid of the Motherland in order to guard their common heritage is a clear warning to the world that the free nations of the British Empire stand welded together as one people against all possible combinations.

The Star (Lib.): Three Dreadnoughts voluntarily provided by a Dominion are worth more to the Empire and the fleet than the same ships provided by the British taxpayer. They are so, because they prove in the most practical way, to all concerned and the outer world as well, that the basis on which our Naval strength is founded is not merely insular but Imperial.

Observer (Cons.): A plain strong man of Scottish descent has spoken words and has willed a deed which may be decisive in the history of the world, for more years than we, our children, or our grand-children shall see.

Nation (Lib.): The offer records the success of the policy of committing our Daughter nations to new lines of policy, involving dangerous consequences to their and our constitutional and fiscal liberties.

The Empire, outside of Britain and Canada, received the news of Mr. Borden's policy with, upon the whole, favourable treatment. Sir George Reid, Australian High Commissioner, in London, said: "The eldest daughter of the Imperial family has done something worthy of her loyalty and rising greatness. Immediate, splendid help, first, settlement of Naval policy afterwards, exactly meet the case and give the Parliamentary Opposition the chance of hearty co-operation." Sir Richard Solomon, the High Commissioner for South Africa, said: "Canada's offer is most impressive. I do not know when I ever read a speech so inspiring as that of Mr. Borden with regard to the Imperial obligations of the Dominions." The Hon. W. F. Massey, Prime Minister of New Zealand, was very pointed: "Canada's Naval proposals are simply splendid. She has risen to the occasion in a magnificent manner."

The Lyttelton *Times* (New Zealand) eulogized the offer: "The

Canadian Minister goes to London as the first member of a Cabinet of Empire and the other Dominions will undoubtedly be admitted to partnership." The New Zealand *Times* was unsympathetic and afraid of Jingoism; the New Zealand *Herald* considered it the beginning of an Empire partnership as did the Wellington *Post*. As to South Africa the *Cape Times* expressed earnest approval and hoped the Union Government would take similar action. The Cape Town *Argus* declared that Canada had "given an inspiring lead to the whole Empire by treating the question as one of sea supremacy and not merely as one of defence of local coasts and waters." In Australia the Sydney *Telegraph* declared that Canada's action was a step of the greatest importance in the development of the Imperial constitution. "The people have come to the end of their period of hesitation." The Sydney *Herald* stated that Canada had taken "the logical course for insuring that Britain shall retain her Naval predominance" and the Melbourne *Argus* described the scene at Ottawa, after Mr. Borden's speech, as "memorable in the history of the Empire" and the policy itself as "an important step forward in the movement towards closer co-operation between the Motherland and the daughter Dominions for the purpose of defence." The Melbourne *Age* declared the Borden policy to be a definite indication that Britain's Dominions "will stand around their Mother."

Official View of the Committee of Imperial Defence

This body was originally established by Mr. Balfour's initiative—when he was Prime Minister—as in the main a Committee of the British Cabinet. In 1912 by a species of natural evolution it was composed of the seven chief Ministers of the Crown and the four principal chiefs of the Naval and Military forces with Lords Kitchener, Fisher and Esher. The Premier was Chairman. Under date of Dec. 11, 1912, the Rt. Hon. Lewis Harcourt, Secretary of State for the Colonies, sent the following despatch to the Governors-General of Canada, Australia, and South Africa and the Governors of New Zealand and Newfoundland—the self-governing Dominions of the Empire:

My Lord,—I am forwarding by post for the confidential information of your Ministers, a record of the proceedings at the Committee of Imperial Defence on 30th May, 1911, during the Imperial Conference, and on 1st August, 1912, during the visit of the Canadian Ministers to London. This record deals solely with the question of the representation of the Dominions on the Committee of Imperial Defence. Your Ministers who were present on the first occasion will remember that the matter arose out of a Resolution by Sir Joseph Ward on the agenda of the Imperial Conference, asking that the High Commissioners of the Dominions should be summoned to the Committee of Imperial Defence when naval and military matters affecting the Overseas Dominions were under consideration.

The unanimous view of all those present on the 30th May, 1911, was that the representations of the Dominions should be not by the High Commissioners, but by the Ministers, who would be responsible to their own colleagues and Parliament, and at the same time it was decided that a Defence Committee should be established in each Dominion, which would be kept in close touch with the Committee of Imperial Defence at home. The Resolutions ultimately put forward by His Majesty's Govern-

ment, and accepted unanimously by the members of the Imperial Conference at the Committee of Imperial Defence were as follows: Firstly, that one or more representatives appointed by the respective Govrnments of the Dominions should be invited to attend meetings of the Committee of Imperial Defence when questions of naval and military defence, affecting the Overseas Dominions, are under consideration; secondly, the proposal that a Defence Committee should be established in each Dominion is accepted in principle; the constitution of these Defence Committees is a matter for each Dominion to decide.

The Canadian Government having changed in the autumn of 1911, it was necessary, when Mr. Borden and his colleagues visited England this summer to put these proposals before them, as they were, of course, unaware of the previous proceedings. Subject to consultation with his colleagues in Canada, Mr. Borden provisionally accepted the Resolutions as passed, and stated that he saw no difficulty in one of his Ministers either with or without portfolio, spending some months of every year in London in order to carry out this intention. Mr. Asquith and I had subsequently several private conversations with him, at which he expressed the desire that the Canadian and other Dominion Ministers who might be in London as members of the Committee of Imperial Defence, should receive in confidence knowledge of the policy and proceedings of the Imperial Government in foreign and other affairs.

We pointed out to him that the Committee of Imperial Defence is a purely advisory body and is not, and cannot under any circumstances become, a body deciding on policy, which is and must remain the sole prerogative of the Cabinet, subject to the support of the House of Commons, but at the same time we assured him that any Dominion Ministers resident here would at all times have free and full access to the Prime Minister, the Secretary of State for Foreign Affairs, and Secretary of State for the Colonies for information on all questions of Imperial policy. In a public speech, which I made a short time ago, I used the following words: 'There is on the part of Canadian Ministers and people a natural and laudable desire for a greater measure of consultation and co-operation with us in the future than they have had in the past. This is not intended to, and it need not open up, those difficult problems of Imperial Federation, which seeming to entail questions of taxation and representation, have made that policy for many years a dead issue. But, speaking for myself, I see no obstacle and certainly no objection to the Governments of all the Dominions being given at once a larger share in the executive direction of matters of defence and in personal consultation and co-operation with individual British Ministers whose duty it is to frame policy here. I should welcome a more continuous representation of Dominion Ministers, if they wish it, upon the Committee of Imperial Defence and we should all be glad if a member or members of those Cabinets could be annually in London. The door of fellowship is always open to them and we require no formalities of an Imperial Conference for the continuity of Imperial confidence.'

The foregoing accurately represents the views and intentions of His Majesty's Government. From Mr. Borden's public speech in introducing the Canadian Naval Bill it appears that he accepts the proposals which we have made. The same offer is, of course, open to all the other self-governing Dominions if and when they wish to adopt it; but the proposal is not one of necessary or strict uniformity and can be varied in the case of each or any Dominion to suit their wishes or the special circumstances of their case. I should be glad to know at their convenience whether your Ministers desire to adopt some such method of more continuous connection in naval and military affairs with the Committee of Imperial Defence in the United Kingdom.

(Signed) L. HARCOURT.

Canadian Opinions and Incidents in Connection with Naval Defence

With the proposals of both Party leaders before the people, public opinion quietly settled down; though it cannot be said to have been very much excited in the matter at any time during the year. The Liberal papers published immense pictures indicating what the future Canadian fleets would look like if their policy were carried out; J. C. Walsh, who retired from the Montreal *Herald* upon this question began to issue a series of pamphlets entitled *The Moccasin Prints* and based them upon the idea that Canadian self-government was threatened; the Canadian *Courier* (Ind.) of Toronto maintained its desire for a Canadian Navy while admitting the Borden policy to be an emergency one; Hon. W. L. Mackenzie King (Lib.) spoke in Montreal (Dec. 13th), denounced the Government proposal as a policy of tribute, as leading to the ruin which befell the Roman Empire and as "a scheme fraught with infinite danger." The Toronto *News* (Dec. 16th) claimed that the Liberal Amendment involved an expenditure of $42,500,000 if the two Fleet units were built in Britain and of $56,000,000 if built in Canada.

On Dec. 10th Mr. D. C. Cameron, Lieut.-Governor of Manitoba, and a one-time prominent Liberal, said at Brandon: "When we have such a wonderful and magnificent heritage handed down to us from Great Britain, while we have vast resources such as are possessed by no other country on God's earth, surely it is up to us—the people of Canada—at this time to come forward and, it matters not whether it is to the extent of thirty-five millions, or one hundred millions, or even five hundred millions, contribute to the maintenance by Great Britain of the freedom of the seas and the peace of the world."

After Sir Wilfrid Laurier's speech in the House the St. John *Telegraph* announced its support of his policy and the Ottawa *Free Press* demanded an "enforced Dissolution"; the Manitoba *Free Press* preferred it to a contribution which would be added to the National Debt and borrowed in England and the Montreal *Witness* returned to its allegiance; the Vancouver *World* and Hamilton *Times* joined in its support while *La Presse* of Montreal declared (Dec. 13th) that "Sir W. Laurier settles definitely the question by proposing the establishment of a Navy of which the essence will be to be useful to Canada and the accident to serve the Empire." The Toronto *Star* described the Laurier policy as best from both the British and Canadian standpoints. Mr. N. W. Rowell, at Peterborough on Dec. 17 pleaded for continued development along the line of Imperial Conferences instead of by representation in Governments or Defence Committees. The Toronto *Globe* emphasized the value of autonomy and described Mr. Borden's policy (Dec. 18) as "Treason to what is most significant and most far-reaching in Canadian history." The Toronto *Weekly Sun* denounced the whole plan as be-devilling Canadian politics, curtailing Canada's liberties, embodying the worship of Jingoism and militarism.

In Quebec Province where the Government had to meet the powerful opposition of *La Presse,* the denunciations of Mr. Bourassa, and

an active campaign by Messrs. Lemieux and Fisher in the Eastern Townships, the following extract from Hon. L. P. Pelletier's address to the Cartier Club, Quebec, on Dec. 30 is of interest: "We are of the British Empire and the British flag has been ours for the last century and a half. At the appeal of our clergy and guided by their example, our fathers defended it with their blood and with their money. That flag is the protector of our national future. We wish to become a great people and not to be reduced to the inferior rank of an American State. In order to realize these hopes, which are as truly national as legitimate in their aim, we have to face a problem and we do so fearlessly and without hesitation. The British Empire has need of our help. We must let it be known that Canada is ready to do her duty for the safe-guarding if the Empire and to give her aid in the place where that aid is required." The following were some of the miscellaneous expressions of opinion:

Jan. 6.—Dr. L. E. Horning, Professor of Teutonic Philosophy at Toronto, declares in an Ottawa speech that: "Any contribution to these insane armaments is a backward step and we have always been careful in Canada. It is not possible to think that these great Teutonic Nations, with the same high ideals, the same love of home, justice, right and God, and the same high thoughts, can come to war."

Mar. 1.—*The Round Table*, a London quarterly of high Imperial and literary character, has an able article on "Lombard Street and War" in the course of which it states that 1,652 millions sterling are invested by Britain in British countries abroad and 1,620 millions in Foreign countries. The former would all be at stake in the event of war.

Mar. 4.—In the House of Commons, Mr. A. A. Mondou (Cons.) asks a series of important questions on the Naval issue to which Mr. Hazen, Minister of Marine and Fisheries, replies. "Mr. Mondou—Does the Government intend to propose the repeal of the Naval Service Act? Mr. Hazen—Yes. Mr. Mondou—If so, does the Government intend, in case of such repeal, to propose another Act containing the policy of the Government in the matter? Mr. Hazen—Yes. Mr. Mondou—If such other Act is proposed, is it the intention of the Government to submit the same for the approval of the people before putting it into force? Mr. Hazen—Yes. After such consideration and inquiry as may be necessary, the Government will present its Naval policy to Parliament and to the people. That policy will undoubtedly require legislation which will involve the repeal of the present Naval Service Act. In the meantime that Act will remain on the Statute book for purposes in connection with the Fishery protection service and otherwise. Before any permanent Naval policy is put into force the people will be given an opportunity to pronounce upon it."

July 19.—Writing in *Le Devoir* on "The Spectre of Annexation," Henri Bourassa says: "Let us ask the simple question: 'If all Canada were annexed to the United States and if Quebec became a State in the American Union, which of the rights, privileges, usages, customs, laws, codes and charters which exist to-day in this Province would be abrogated, lessened, or modified, in the least degree.' The French-Canadians have never thought of proposing this question as long as they were in a position to believe that Canada was really their country, to which they owed all their efforts, and where they could claim their part of all the favours. For some time past, however, they have heard a new

doctrine, a new patriotism, and a new state of things. Efforts have been made to impose extraordinary sacrifices on behalf of the Empire and to engulf them in an immense combination of naval and military forces, whose political and strategic direction will remain in the hands of the Government and Parliament submissive to the will of the people of the United Kingdom. By, in fact, a long series of concessions and humiliations which appear to see no end they are forced to admit that outside their reserve here in Quebec they possess no more privileges than they would in the United States."

July 23.—*La Presse* (Lib.) expresses the following view: "Canada is the granary of the Empire. Is not that the most useful manner in which to contribute to Imperial Defence? We supported Sir Wilfrid Laurier without hesitation when he consented to prepare little by little a Canadian Navy for the defence of our own territory, but what Mr. Borden proposes to-day is not the same thing. Led astray by a false sentimentalism, intoxicated by the incense which mounts to his nostrils from the Canadian censors, he sees nothing now but the Empire and forgets Canada! What he proposes is nothing more or less than the progressive effacement of our national autonomy."

July 27.—Joseph Bernier, a French-Canadian member of the Manitoba Legislature, replies to Mr. Bourassa in the Winnipeg *Telegram:* "We believe in Imperial unity, not in any jingoistic sense in a Navy; we believe that if Canada is to be strong, Great Britain, the centre, must be strong. Any effort to bring closer relations between Great Britain and Canada must be seconded and approved by all people irrespective of any political or racial sentiments. We must know only one Crown and only one Flag, and our duty is to tell the world that whenever Great Britain is attacked she will not be alone in the fight but that every Colony in the British Empire will be in the fight; because if ever Great Britain loses its supremacy the Overseas Dominions will be scattered to the four winds."

July 30.—At a public meeting in Victoria all the Navy League branches of the Province are federated as the British Columbia Navy League with Captain Clive Phillipps-Wolley as President. The following Resolution is passed unanimously: "No time should be lost in deciding on a Dominion policy in a matter so vital to the interests of the Dominion and the Empire, and no policy will be satisfactory to the people of British Columbia which does not include substantial and prompt Contribution and the establishment of a Fleet unit on the Pacific coast."

Aug. 1.—Sir William Mackenzie tells the Montreal *Star* of the German situation: "It is a grave menace that warrants the most serious alarm. The supreme effort being put forth by Germany to build a Navy that will overpower that of Great Britain is not the only threatening feature of the situation. Great Britain is building not only in competition with Germany but with the three nations composing the Triple Alliance. Such competition cannot continue indefinitely."

Oct. 4.—In reference to remarks by Sir Wilfrid Laurier at Peterborough on Oct. 2nd Lord Milner telegraphs from Montreal to the Toronto *Mail and Empire* as follows: "I believe Sir Wilfrid was alluding to my speech in Toronto four years ago. I then advocated a Canadian Navy, but specially emphasized that it should be for Imperial, not merely for Canadian purposes. What I said to the reporters at Halifax during my present visit was substantially as follows: Don't ask me what form Canadian assistance in Imperial defence should take. That is a question for Canadians. The British people will welcome anything Canada may decide to do, and appreciate the spirit in which she has taken up the matter. Personally I favour Can-

ada and the other self-respecting Dominions creating their own Navies, though this would be of little use if, when established, they did not act as one. Meanwhile, as it will take time to build up a Canadian Navy, a direct contribution to the British Navy may be desirable—preferably of ships, not money. But any share the Dominions take in Imperial defence should involve a share in control of policy. They are not tributary States but partners in the Navy."

Nov. 1.—Armand Lavergne, M.L.A., states at Indian Lorette the Nationalist doctrine in these words: "The money will have to be borrowed from England to give it to the British Admiralty and to reimburse it, later on, Canadians may have to be taxed. We need that money for the public works of Canada and England is rich enough to defray her own Naval expenses. Even if there were such a thing as the German menace it is not the duty of Canada to help England out of it for we have done more for the Mother Country than she has done for us."

Nov. 6.—In an interview at Vancouver J. Castell Hopkins says that Western Canada would be "satisfied with a big naval policy. It is not afraid of large sums of money or of large policies. A contribution of $50,000,000 for the construction of Canadian battleships to stand in the front line of the Empire's Navy wherever required and until such time as the existing crisis is past, would not seem unreasonable to the average Westerner —not nearly so much so as to some of the smaller and more cramped communities of the East."

Nov. 21.—Very Rev. W. R. Burke in the Victoria *Colonist* declares that "those who say that there is no danger deceive themselves. I was in Germany last year. I saw its army manœuvres. I talked with its Generals, with its Admirals, and with its statesmen and I am convinced that they have but one ambition, and that is to strike at Britain when the expected hour has come. The menace is there."

Dec. 6.—The Rt. Hon. Sir Charles Tupper, Bart., tells the Vancouver press that "the position taken by the Borden Government on the Naval question is an admirable one from beginning to end. It has my hearty approval. It affords a happy solution of a difficult question. Every valid question is met and it marks an immense step forward in the establishment of permanent and satisfactory relations between the Motherland and the Dominion."

Dec. 31.—Incidents of the year in connection with the development of a Canadian Navy included the depletion in August of the crew of the *Rainbow* owing to expiration of their agreement and the return of many of the men to England; the great difficulty of getting Canadian recruits for either this ship or the *Niobe* and the official announcement at Plymouth, England, on Nov. 22nd that recruiting for the Canadian Navy there had been indefinitely postponed; the statement in Parliament on Dec. 13th by Hon. Mr. Pelletier that the total first cost of the two Canadian ships had been $1,397,879 and the upkeep, repairs, etc., to date $784,478; a Memorandum tabled in the Commons on Mch. 10th, prepared by Admiral Kingsmill in the previous October, and stating in this general connection that active enlistment was necessary, public lantern slides and lectures on Navy life desirable, establishment of a Pension fund required, development of the Naval College essential and the expenditure of $1,300,000 on a new Halifax dockyard imperative; the statement by the same Naval Commander as to construction of the then proposed Canadian ships—Oct. 9, 1911—that "owing to the rapidity with which designs change it is anticipated that if it takes six years to complete the programme the ships will be out of date before they are completed."

II.—IMPERIAL RELATIONS

H.R.H. The Duke of Connaught in Canada

The Duke and Duchess of Connaught and Princess Patricia had a busy time in 1912 and won a well-deserved popularity throughout the length and breadth of Canada. His Royal Highness, the Governor-General, delivered a number of brief, incisive and really notable speeches which touched many matters vital to the public welfare and were of unquestioned service to the community at large. At the beginning of the year a private visit was paid to New York as the guests of Mr. and Mrs. Whitelaw Reid. The Royal Party arrived on Jan. 22nd and spent three days filled with elaborate functions and characterized with varied efforts by press and people to make the visit a public one—the papers announcing that this was the first occasion on which a Princess of the blood-royal had ever visited America. The programme, however, was kept of a purely social nature with such possible exceptions as a visit to Wall Street and the Stock Exchange, to the Metropolitan Museum of Art, and to the President at Washington on Jan. 25th. This latter trip, taken by the Duke alone, was an after-thought and during his few hours' stay at the United States capital, he visited the National Press Club, with the British Ambassador, and told the assembled Pressmen that he hoped "England and the United States would always be the best of friends for the good of the world." English comments upon this visit indicated a feeling that someone in New York had been unable to see the difference between a Royal visit to an English country house and a visit of Royalty, after an interval of forty-four years, to the financial Metropolis of a friendly nation.

Upon returning to Ottawa on Jan. 27th His Royal Highness was waited upon by a Deputation from the Association of Canadian Clubs —composed of C. R. McCullough, Honorary President, Dr. W. S. Carter, President, and Amos O'Blenes, Secretary—and an Address of Welcome presented. In his reply the Duke paid a high tribute to the work of the organizations represented. Three days later a month's period of mourning for the Duke of Fife was announced and a proposed visit to Montreal cancelled. On Feb. 2nd His Royal Highness received at Ottawa a Deputation and Address from the Canadian Defence League—the latter presented by Lieut.-Colonel W. Hamilton Merritt, President. In his reply the Duke declared himself sympathetic toward the general object aimed at: "The first essential of military training is the production of a healthy, disciplined manhood, and no thoughtful person can possibly dispute the desirability of this object. Health and discipline are necessary for our daily life and for the successful conduct of business; and an effort to secure them for the rising generation cannot be laid open to the charge of

militarism which has sometimes been brought by the ignorant against Associations such as yours." In his position as Governor-General touch was naturally kept with the Tour of the King and Queen in India and the interest felt by so many Canadians was recorded in a despatch sent to His Majesty on Feb. 5th: "The Government and people of Canada humbly desire to offer their heartfelt congratulations upon Your Majesties' home-coming and they rejoice in believing that the series of stately and splendid pageants which have marked Your Majesties' progress through India testify that the spirit of affectionate loyalty which animates the people of Canada is shared, in equal measure, by our fellow-subjects in those far-off lands from which, through the blessing of God, Your Majesties have safely returned."

The Duke attended the Dominion Fruit Conference at Ottawa on Feb. 15th and spoke briefly; on Mar. 8th the Ottawa Social and Moral Reform Committee, in a curiously-worded Report, censured the Governor-General for attendance at sports in Rockliffe Park on Sunday; on Mar. 14th he received a Deputation from, and accepted the post of Patron in, the Canadian Branch of the British and Foreign Sailors' Society. To the Ottawa Humane Society, on the 22nd, he denounced the docking of horses' tails as a relic of barbarism and condemned reckless driving and over-loading. By Royal Command on Mar. 25th, a performance of the Durbar Kinemacolour pictures was given in Ottawa and on Apr. 2nd the Governor-General entertained the British West Indian Trade Delegation at a banquet and spoke strongly in favour of their efforts for tariff reciprocity and steamship communication with Canada. At this time, also, His Royal Highness contributed a trophy to the Winnipeg Horse Show for competition, became Patron of the Canadian Highway Association and subscribed $500 to the Montreal Titanic Disaster Fund—as he afterwards did to the Regina Cyclone Fund.

The week of May 6th was spent in Montreal by the Duke, the Duchess, and Princess Patricia, and the programme included a large Luncheon given by the Horse Show Association at the St. James Club to His Royal Highness; various vice-regal dinners at Lord Strathcona's home where the visitors were staying; the opening of the Horse Show by the Duke and a visit to the Montreal Day Nursery by Princess Patricia; several games at the Royal Montreal Golf Club and an inspection of the Harbour by the Duke, together with a visit by the Royal party to the Nazareth Institution for the Blind; a Reception by the Women's Branch of the Antiquarian Society held in honour of Their Royal Highnesses in the historic Chateau de Ramezay; a visit by the Duchess to the Local Branch of the National Council of Women and by the Duke and Duchess to the Deaf and Dumb Asylum on St. Denis Street; an informal call upon Mr. W. R. Baker, C.V.O., of the C.P.R., who was ill at the Royal Victoria Hospital.

In Toronto on May 18-27th, the Royal visitors filled a most elaborate programme of a social and public character. Welcomed at the North Toronto Station by Sir John Gibson and Mr. R. L.

Borden, who happened to be in the City, they proceeded to Benvenuto which had been lent for the occasion by Sir William Mackenzie. A Dinner party at Government House, a Ball at the York Club and a State visit to the Woodbine Races, followed, within the next two days. The Duke laid the foundation stone of a new Canadian Military Institute building on the 18th, and in the course of his address said: "There are in the world a great number of very ignorant people who seem to imagine that the art of war is one which comes naturally to a person, and that the heaven-born soldier can come straight from the plough, or the office, and take command of troops in the field. . . . In other arts there is no great penalty for failure; in the art of war, however, failure means the sacrifice of men's lives." He inspected the Veterans' Association, reviewed a Garrison Parade and attended Divine Service at St. James Cathedral (19th).

The Duke lunched with the Jockey Club on May 20th and, on the same date wrote to the Canadian Association for the Prevention of Tuberculosis describing the ravages of the disease and expressing sympathy with the Society: "It is terrible to think of the ravages of the disease in the Dominion which are quite out of proportion to the population. The plague of Tuberculosis is not one of the irresistible scourges of nature, to which we must bow as to the inevitable. The remedy and the means of prevention are known." On May 23rd His Royal Highness turned the first sod of the new Grace Church on College Heights and, in the evening, attended a Dinner of the Ontario Jockey Club. To the South African Veterans who presented an Address in the afternoon, he mentioned having served in all parts of the Empire, from Canada to China, during a period of forty-four years. To the Cadets, 3,300 of whom were reviewed, the Duke on May 24th spoke in direct terms: "We sometimes hear people making very foolish remarks about militarism. I do not know what they mean. Militarism means that the organization of a country and all its laws are subservient to military law and discipline. That is not the case here, and never will be. I see no militarism in your being taught discipline and to carry out your duties as citizens. I will watch with interest the Cadet movement in Canada and I hope it will prosper and increase year by year."

A Dinner given by the Empire Club of Canada was attended in the evening and was expected to inaugurate a series of similar functions to be held all over the Empire on Empire Day. F. B. Fetherstonhaugh, K.C., occupied the chair and the Duchess and Princess Patricia accompanied the Duke. The Hon. Wallace Nesbitt, K.C., the Bishop of Toronto (Dr. Sweeny) and the Hon. W. R. Riddell spoke after the Governor-General. About 400 guests were present and the Duke in the course of his speech said: "May the various races who have built up the Dominion be strong and loyal to themselves and, above all, may the unity of Canada be the foremost wish of all its people and of those who are called on to direct its destinies. I feel convinced that if Canada is true to herself she will be true to the Empire of which all Canadians, of whatever station in life, are equal

members, and in whose integrity all are equally interested. . . . My one wish is to be able to aid in every way in my power the best interests and the soundest projects, in the many spheres of activity, throughout the Provinces of the Dominion." On May 27th the Duke laid the corner-stone of the Tuberculosis Hospital at Weston, near Toronto, and in the afternoon there was a large Garden Party at Benvenuto where, also, there had already been held various Dinners, Musicales and other social entertainments. At the close of this visit *The News* paid a warm tribute to the Governor-General and Her Royal Highness:

> **We are finding out that the whole attitude of the Duke and Duchess towards life and its problems and duties is to encourage simplicity in private living, to exalt character and culture rather than possessions, to lessen and not to accentuate class feeling, to suggest that in books and music and pictures there is inspiration and elevation, and to emphasize, however delicately and unobtrusively, the eternal truth that the supreme thing is to do service and that professional parade, insincerity and self-vaunting, are unbeautiful, repugnant to true gentlemanliness and blemishes in individual as in national character.**

The Royal party were at Niagara on the 28th and visited, informally, various sights which included the Gorge route, the Falls, and the different Power works. Lundy's Lane battlefield was visited and something of the fruit region seen under the personal direction of Sir Henry Pellatt, A.D.C. On the next day London was visited and a Civic Address presented by Mayor Graham. The National Council of Women were honoured by the Duchess and Princess Patricia and the Royal ladies were also entertained at Luncheon by the Mayor and Corporation; a monument to South African soldiers was unveiled by the Duke and the Collegiate Institute visited where 6,000 children sang patriotic songs; Victoria Hospital was next inspected and a Graduating Class under direction of Superintendent Heard received their Diplomas from His Royal Highness. At the Convent of the Sacred Heart a clever entertainment was given by the pupils. The Royal party were in Guelph on the 30th when the Ontario Agricultural College, the Prison Farm and the Dominion Experimental Farm were inspected by the Duke. To the prisoners at the Prison Farm, the Governor-General said a few well chosen words at the request of Hon. W. J. Hanna, Provincial Secretary: "All of us have two sides to our character, the weak and the strong. In some of us the weak side gets the better, others are able to make the strong prevail. I hope all of you will leave here stronger men. Nothing gives one in authority more pain than to be compelled to be an instrument of oppression to one's fellow-men. But, in your case, the law has truly been tempered with mercy while the ends of justice still are met." A Royal reception was held at the City Hall and the streets were gay with decorations and crowded with people.

Following these visits it had been intended to spend June 4-17 at Quebec, and, thereafter, the Duke had proposed to have a couple of weeks' fishing on the Tobique River and thence proceed on a tour

of the Maritime Provinces early in August. On his way to Quebec, the Duke (June 2) reviewed the Royal Highlanders at Montreal and presented them with new Colours donated by the ladies of St. Andrew's Society. Lieut.-Colonel Rose of the Black Watch was present from Great Britain and 25,000 people watched the proceedings. At Quebec various incidents occurred including a visit to Laval University where His Royal Highness received the Honorary Degree of D.C.L. and a State Dinner at Government House; but all arrangements were upset by the sudden illness of the Duchess who, on June 3rd, was attacked with peritonitis and was at once taken to the Royal Victoria Hospital, Montreal, for expert attention. Doctors E. S. Worthington, A. E. Garrow and W. W. Chipman were called in attendance and, by June 9th, the Royal patient had so far recovered as to be out of danger. Much sympathy had been expressed in the Press and by personal representation.

The Duke visited the Petawawa Training Camp on June 17th, inspected about 4,000 troops and, clad in the undress uniform of a British Field Marshal, delighted the soldiers by taking personal part in a sham battle—trudging beside the men up and down hills, through brushwood and over rough ground; on the 15th he had told the visiting British Manufacturers Delegation that Canada was the most loyal part of the Empire; on the 19th he visited the Royal Military College at Kingston and inspected the Cadets; on the 22nd he paid the first visit of Royalty to Farnham, P.Q., was received with gay decorations, by cheering crowds, and reviewed the local troops in camp. On July 3rd the Royal party, including the Duchess who was now fully recovered, arrived at Quebec. There, Her Royal Highness remained for a time, while the Duke and Princess Patricia proceeded West to pay a promised visit to Winnipeg where they arrived on July 9th and were welcomed enthusiastically by the people amidst a blaze of light and colour, with gaiety of music and parading of great crowds, with flying of flags and banners, illuminations and decorations *galore*. At 8.30 in the morning the Royal visitors proceeded to the City Hall and thence to the residence of the Hon. Robert Rogers, which they were to occupy, between a fringe of soldiery and solid banks of people on either side estimated to number 150,000. It was said by the Press to have been the greatest assemblage of people in the history of the City and the cheering was probably the heartiest which the Duke had yet met with in Canada.

An Address was presented by Mayor R. D. Waugh and, in his reply, the Duke expressed the great regret of the Duchess at being unable to visit the City at this time and his own deep interest in the rapidly-moving history of Winnipeg. On the following morning His Royal Highness opened the Canadian Industrial Exhibition which marked, incidentally, the 100th anniversary of the Selkirk Settlement, amidst much ceremony and great public interest. President A. A. Gilroy presented an Address and referred to Canadian loyalty to the Throne and the hope of "perpetuating the character and traditions of the British Empire." The Duke, in his speech, urged

remembrance and appreciation of the pioneers who had founded the City. A Directors' Luncheon followed attended by 350 representative citizens. On the following day the Duke was the guest of the Winnipeg Automobile Club at their headquarters, 25 miles in the country, and also laid the corner-stone of the King Edward Memorial Hospital. He again visited the Exhibition on the 12th, inspected 500 Boy Scouts and presented a King's flag to the 1st Winnipeg Troop; in the afternoon he received a deputation of Indian Chiefs from Brandon who appeared in full war-paint and were presented by Archbishop Matheson; in the evening he received the members of the Western Canada, British Public School, Old Boy's Association. Meanwhile, the Princess had received the child members of the Victoria-Patricia Chapter of the Daughters of the Empire and accepted from the little ones an Address and a bouquet of flowers.

On the following day the Governor-General and Princess Patricia attended the opening of the new St. Charles Country Clubhouse and on Sunday His Royal Highness reviewed at the Barracks 200 Veterans of the wars of half-a-century. The next three days were equally busy and crowded. The corner stone of the Lord Selkirk Statue was laid by the Duke (July 15) who afterwards attended a Luncheon of the Exhibition Directors and met surviving pioneers of Red River Settlement days; the Canadian Northern and Canadian Pacific work-shops were visited while Princess Patricia was the guest of the Women's Canadian Club at a Luncheon where she received an Address presented by Mrs. W. H. Thompson and listened to a speech by Hon. Hugh J. Macdonald. The Princess afterwards received at *Incherra*—Mr. Rogers' home—a deputation of the Daughters of the Empire headed by Mrs. Colin H. Campbell and accepted membership in the National Chapter of Canada which represented 10,000 women of the Dominion. The Duke was also a guest of the Men's Canadian Club, after addressing (July 16th) a Session of the Canadian Housing and Town Planning Association in terms of simple directness:

> You must not forget that some of the problems which confront you are not to be permanently solved; the city is ever on the move. Where you have shot prairie chicken your sons will transact business; where your fathers fought against Indians we are standing this morning. The garden suburb of to-day is the manufacturing district of to-morrow; so you must look to it that your improvements keep pace with the growth of the City, and at times even show an intelligent anticipation of such growth. Furthermore, it is not sufficient to provide suitable and sanitary buildings. Many thousands of the working classes are far from grateful for being put into them. This phenomenon has repeatedly evinced itself in other great cities. You have not only to provide improved conditions of housing, but you have also to educate the working classes to such an extent that they will insist on living in a decent and sanitary manner.

The Canadian Club function was the most remarkable in the history of the Club for both attendance and enthusiasm. There were over 1,000 present, W. Sanford Evans presided, and the Duke accepted Honorary membership following an eloquent speech from Mr. J. A. M.

Aikins. He was welcomed by the Chairman for his personality, his services, his Royal position and his embodiment of Imperial unity. The Duke, in reply, referred briefly to his military services in Canada, spoke of his desire to help its present progress, and continued in these quiet words: "I feel sure that if Canada will be true to herself she will be equally true to the Empire. After all, you all live in this country; you love this country, most and first. Canada for the Canadians. But let us hope all Canadians will be ready to respond to the Imperial call, should it ever come, and that they will support the Crown and the flag in the future as they have done in the past." St. Boniface was also visited by the Royal party where they were welcomed by Mayor Berry in a loyal Address from what His Royal Highness termed "the cradle of French-Canadian colonization in the North-West." St. Boniface Hospital was inspected, though Archbishop Langevin was absent on a pastoral tour, and a Garden Party was given by the Duke and Princess in the grounds of *Incherra*. On the 17th His Royal Highness formally opened the Children's Hospital; visited, with the Princess, the Winnipeg Grain Exchange; inspected the new Agricultural College at St. Vital. In the evening the Royal visitors departed for Ottawa and on their way passed through crowded streets and much cheering. The visit was, in fact, one of the most striking experiences of their whole Canadian sojourn.

On July 27th, the Duke, the Duchess and Princess Patricia commenced their Maritime Province tour by landing at Point du Chêne from the Steamer *Earl Grey* and going by special train to Moncton, N.B. After a loyal Address presented by Mayor Robinson and a public Reception by Their Royal Highnesses they proceeded to Summerside, P.E.I., where Sunday was spent. On the following day an Address was presented by Mayor Morrison, Prince County Hospital opened, and a Black fox ranch visited. At Charlottetown the Party was duly welcomed and the Duke received several formal Addresses. They passed through the usual decorated streets, heard massed schoolchildren sing patriotic songs and watched some very picturesque illuminations and fireworks in the evening. The Duke planted a tree at the Government Experimental Farm. On the 30th the Royal party took a trip up West River accompanied by many prominent men of the Island, on a Government Steamer, and on the following day sailed for Pictou, N.S., where they received a warm welcome in a gaily decorated town—some of the banners bearing the legend "One Flag, One King, One Empire."

Mayor James Primrose presented an Address and, in the old Academy Building, the Duke unveiled Tablets in honour of Sir William Dawson and the Rev. Dr. Thomas McCullough. He also presented Certificates to some local graduates of the Royal Academy of Music. In the evening there were illuminated motor-boat parades in the Harbour, bonfires and other illuminations. There followed a visit to New Glasgow, where a brief stay was made, an Address presented by Mayor Underwood and the Nova Scotia Steel and Coal Company plant visited. At Truro a great turn-out of people from

all over Colchester County were present and Mayor G. W. Stuart read a Civic Address. A Tablet was unveiled by the Duke in honour of the British settlement of this locality in 1760-2; the corner-stone of a new Civic Building was laid and a visit paid to the Nova Scotia Agricultural College.

At Sydney the Royal visitors arrived on the evening of Aug. 2nd and found the City ablaze with electric light and gay with flags and bunting. On the following day the Civic address was presented by Mayor Gunn and, in reply, His Royal Highness declared that "it was a most impressive sight as we steamed up to the City yesterday evening to see the great activity on all sides, the glow of the busy furnaces, the piers and the shipping, all denoting energy and enterprise of the highest order." The Boy Scouts and South African Veterans were inspected and a visit paid to Sydney Mines where a Memorial Tablet marking the site of King Edward's landing in 1860 was unveiled. Mayor Kelly of North Sydney and Mayor Lowe of Sydney Mines welcomed the visitors and the decorations were described by the press as the best of the Tour so far. On Monday, Glace Bay with its great collieries and enthusiastic masses of people was visited and an Address read by Mayor McDonald; there followed a trip to the historic ruins of Louisbourg and the next morning was spent in inspecting the Dominion Steel Company Plant and Works. A fishing expedition by the Duke (as the guest of James Ross of Montreal) to the district of St. Ann's, C.B., followed—the welcome given being a Royal Salute of 21 charges of dynamite placed in sandrock.

The ensuing Royal visit to Halifax aroused special public interest as being associated with the dedication of the Memorial Tower which had been erected by public subscription in honour of what was claimed to be, in 1758, the first Representative Assembly in the British Empire. To this splendid structure which was erected largely through the exertions of the Canadian Club, Halifax and the gift of a public park and site by Sir Sandford Fleming, the Royal Colonial Institute, the Corporations of London, Edinburgh, Bath and Bristol, the Governments of Australia, New Zealand, South Africa, Newfoundland, and Canada, the Provinces of Canada, and many Universities and learned Societies, contributed carved Coats of Arms, tablets, figures, etc. To its unveiling ceremonies came Sir G. H. Reid, Australian High Commissioner, and Sir Frank Wills, Lord Mayor of Bristol; Sir W. Ramsay and Sir W. Davies; Dr. G. R. Parkin, C.M.G., Major M. Archer-Shee, M.P., B. H. Morgan and J. R. Boosé of the Royal Colonial Institute.

The Royal party landed at Halifax on Aug. 14th amidst great demonstrations of popular welcome. It is impossible to more than indicate here the events of the visit. The first was a parade through the decorated and crowded streets followed by the presentation of Addresses from the Government of Nova Scotia, the Mayor of Halifax, the Local Council of Women (to Her Royal Highness), the North British Society, the Charitable Irish Society and the St. George's

Society. Then came the dedication of the Tower. An Address was presented to His Royal Highness by the Lord Mayor of Bristol; letters were read from the Mayor of Bath, the Right Hon. A. J. Balfour, Rt. Hon. L. Harcourt, Secretary of State for the Colonies, Lord Haldane, Lord High Chancellor, and the Hon. Walter Scott, Premier of Saskatchewan; a Cable was received from the Premier of South Africa who expressed the hope that the Tower would "long stand as an emblem of the solidarity of the Empire" and other despatches came from the Premiers of New Zealand and Newfoundland.

After the singing of the National Anthem by solid masses of children and some brief words from Sir Sandford Fleming an interesting historical and descriptive speech was delivered by D. MacGillivray, President of the Canadian Club. The Lieut.-Governor then requested His Royal Highness to perform the dedication which he did after a brief address in which attention was called to the fact that "there may have been many people from time to time who have been ready to detract from the colonial policy of the Imperial Government, but the careful student will find that the policy has always stood for freedom and justice for everyone, and that the Union Jack, whose proud folds cover our great Empire, is the permanent emblem of the possession of such privileges. Nova Scotia, the cradle of representative government beyond the seas, may look with pride on this Memorial Tower, the Canadian Statue of Liberty, which I now dedicate to the commemoration of the first representative parliament accorded by the Mother Country to any portion of the Dominions beyond the Seas." A despatch was then sent by His Royal Highness to the King advising him of the dedication of this Tower "commemorative of the first Overseas Legislative Assembly." A Civic luncheon followed the event, an afternoon regatta shared in by the best oarsmen of the Maritime Provinces was held, and a visit was paid to the Convent of the Sacred Heart. In the evening the City and the suburb where the Tower stood, were ablaze with light while there was, also, a splendid marine illumination which included the Harbour and a great flotilla of boats and ships streaming with electric fire.

On the following day the Duke visited the Dock-yards, reviewed the Veterans of many wars, gave Certificates to members of the St. John Ambulance Association, laid the corner-stone of a new Science Building for Dalhousie University and unveiled a stone marking the place where Sir John Moore once had his quarters in Halifax. Upon the platform at the College ceremony and sharing in the incident with the Royal visitors were Sir Ralph Williams, Governor of Newfoundland, Sir Francois Langelier, Lieut.-Governor of Quebec, Sir Lomer Gouin, Premier of Quebec, and Sir George Reid of Australia. In the afternoon the Princess Patricia opened a Kermesse in aid of the Children's Hospital, the historic St. Paul's Church was visited, and in the evening a State Dinner was attended at Government-House. On the 16th, Halifax was left for a visit to Windsor where, at historic King's College, the Duke received a D.C.L. degree and unveiled a Tablet in honour of the foundation of the Institution in 1791 and

one in honour of Thomas Chandler Haliburton. Wolfville was the next place visited and there a drive was taken to Kentville. On the following day Middleton, Annapolis and Digby with the beautiful and fruitful Annapolis Valley were seen. The usual Addresses were received and decorations visible while crowds came from all parts of the country to see and welcome the Royal visitors. From Digby they passed to St. John, N.B., which was reached on the evening of the 17th.

Church service was quietly attended on the Sunday and the public reception commenced on the 19th in a City profusely decorated and filled with visitors. A procession through crowded streets, an Official reception and an Address presented by Mayor J. H. Frink at the City Hall, a luncheon by the Misses Hazen to Princess Patricia, a Civic Luncheon given to the Governor-General at the Union Club, an inspection of the Dry-dock and a review of the Imperial Service Veterans, the opening of Public Playgrounds at Rockwood Park and an evening Reception in honour of the Royal visitors constituted the programme of the 19th. On the following day, the Royal party were guests of Lieut.-Governor Josiah Wood in a sail up the St. John River —to which also many prominent local people were invited. Afterwards they left for St. Andrews to be the guests of Sir William Van-Horne for several days. Here golf was indulged in, the usual Address presented by Mayor Armstrong, the new Prince Arthur School dedicated by the Duke, and a Concert held under Royal patronage. On the 24th a visit was paid to Fredericton where the Royal party attended a dedication of the new Christ Church Cathedral, a Garden Party at Government House and a Luncheon tendered by the Provincial Governor; an Address was also presented by the Hon. J. K. Flemming, Premier, on behalf of the Province.

Toronto was reached on Aug. 26th when the Duke and Duchess and Princess Patricia lunched with the Directors of the Canadian National Exhibition and the Governor-General afterwards opened the Exhibition itself amidst much ceremonial and public interest. President J. G. Kent presented an Address of welcome in the course of which he said: "You will see here to-day, in addition to Canadian manufactures and products, exhibits from the Motherland and from others of the over-seas Dominions, music and art loaned by the Old Land to help the culture of the new, and Cadets from the various nations of the Empire, who will carry to their homes beyond the seas a knowledge of the other component parts of the vast Empire to which they belong, that must ensure far-reaching results in helping on its unification." In replying His Royal Highness referred to the Challenge Cup presented by the King for competition amongst the Imperial Cadets and expressed a high sense of the value of such an Exhibition as that of Toronto. A Garden Party at the Royal Canadian Yacht Club was afterwards attended. On the 27th the Duke opened the new Wellesley Hospital; laid the foundation stone of the Cathedral of St. Albans which had been projected and commenced by the late Archbishop Sweatman and was being continued by Bishop

Sweeny; and reviewed 2,500 Cadets gathered from various parts of the Empire at the Exhibition Grounds—representing England, Scotland, Ireland, Australia, New Zealand, Newfoundland, the Provinces of Ontario, Alberta, Manitoba, Saskatchewan, British Columbia, Nova Scotia, Quebec and many Cities and towns of Canada. Several further visits were paid to the Exhibition. On the 28th, the Boy Scouts of Ontario were reviewed and in the evening the Royal Party left Toronto for a Tour of the West which lasted till Oct. 21st.

Following his return to Ottawa on that date, the Duke left for a Moose-hunting expedition in the country north-west of Sudbury where, for some days, he occupied Sir Henry Pellatt's lodge. He was at Montreal on Nov. 18th dedicating the second largest floating-ship Dock in the world—one which already bore the name of Connaught. In the Address of the Harbour Commissioners, presented by Major G. W. Stephens, it was declared that " on this site will be constructed a ship-building plant capable of launching three ocean ships simultaneously, which will add to the power and glory of Canada in her desire to share the responsibilities of the mighty Empire to which she proudly belongs." In replying the Duke said: " By the arrival and installation of your great floating dock, the great reproach against the St. Lawrence trade route has been removed, and the largest vessels can now run up to Montreal, secure in the consciousness of entering a port which is in possession of a competent modern equipment for repair and examination." A visit was paid in the afternoon to Laval University and the Degree of D.C.L. accepted, together with an Address presented by Rev. Canon Dauth.

Succeeding incidents of 1912 were the thoughtful message and wreath sent to the funeral of Sir Edward Clouston on Nov. 25th; the election of the Duke as Chancellor of the University of Cape Town; the Drawing-room of Nov. 23rd held at Ottawa after the opening of Parliament by His Royal Highness; a visit to Montreal on Dec. 10-14. This latter included the attendance of the Duke and Duchess and Princess Patricia at a brilliant Reception held by the Mount Royal Club; a Luncheon of the Montreal Women's Canadian Club to the Royal ladies on the 12th and a visit to the Hotel Dieu; attendance at the Opera upon several evenings; a visit to the Art Galleries where paintings by William Bremner, Maurice Cullen and others were on exhibition, and the purchase of several pictures. The Duchess and Princess were present on the floor of the House when Mr. Borden made his Naval policy statement.

Early in April, the Duchess of Connaught issued an appeal to augment the Fund raised in 1902 by Lady Minto for the Victorian Order of Nurses. Her Royal Highness pointed out that $500,000 was really needed for the work which, in 1911, included 191 nurses, 19,992 patients and 162,373 visits during the year with branches in 45 places throughout Canada. Subscriptions were at once received and continued to come in until on Dec. 26th the new Fund was closed with $220,000 in hand. The chief contributors were Sir Henry Pellatt, Andrew Carnegie and Lord Mount Stephen, $5,000 each; Sir

W. C. Macdonald $3,000; Sir Donald Mann, Sir William Mackenzie, Colonel A. E. Gooderham, $2,500 each; Sir Edward Clouston and Sir Edmund Osler $2,000 each; H. V. Meredith, R. B. Angus, Lady Drummond, H. S. Holt and Birks & Sons, of Montreal, $1,000 each. On Apr. 23rd, Sir James Whitney announced in Toronto that H.R.H. the Princess Patricia had given her consent to the new Ontario District on Hudson's Bay being called by her name.

The Royal Tour of the Western Provinces

Especially important and interesting was this portion of the Royal work of the year. With the Duke and Duchess and Princess Patricia on a journey during which much was done to remind Western people of British traditions and history, of loyalty to monarchical ideals, of the higher problems of nationhood, were Miss E. Pelly, Lady-in-Waiting to H.R.H. the Duchess of Connaught; Miss C. Adam, Lady-in-Waiting to H.R.H. the Princess Patricia; Lieut.-Col. H. C. Lowther, C.M.G., M.V.O., D.S.O., Military Secretary; Capt. T. H. Rivers-Bulkeley, C.M.G., M.V.O., Comptroller and Equerry; Major S. Worthington, M.V.O., Medical Officer; Captain W. Long, D.S.O., Aide-de-Camp; Mr. W. R. Baker, C.V.O., representing the C.P.R., with several representatives of the British, American and Canadian Press Associations. Over 8,000 miles of travelling in train and steamer, over prairie and mountain, on lake and river, was undertaken and an elaborate itinerary prepared. The most of the journey was made in a special and beautifully equipped train over the lines of the Canadian Pacific—with, also, a run from Winnipeg to Saskatoon on the Grand Trunk Pacific and from Saskatoon to Prince Albert and Edmonton on the Canadian Northern. Constant publicity, continuous travelling, innumerable functions, cheering people, and the meeting of a multitude of individuals, were a part of this two months' Tour.

It commenced with a brief visit to Sudbury on August 29th. Here the rail-mills, blast-furnaces, pulp and paper mills, etc., of the Lake Superior Corporation, with the famous Canal, were inspected and a Civic Luncheon was given the Duke; a special entertainment was tendered the Royal ladies at the residence of Mr. and Mrs. H. E. Talbot, and a State dinner held in the evening. Special illuminations and brilliant decorations marked the occasion. The twin Cities of Fort William and Port Arthur were reached on Aug. 31st, the usual cordial reception given with gaily-decorated streets and Civic addresses. At Port Arthur, in the morning, Mayor Ray read an Address to which the Duke replied by urging the union of the two Cities and referring to the greatness of their interests as a national port. "Should the time ever come when Port Arthur and Fort William desire to amalgamate into one city and should they then desire to take the name of Connaught, I can assure you that it will be a source of great satisfaction to myself thus to be identified with the brilliant future which lies before them." A concert by massed school-children was held and the Royal party walked beneath a canopy formed of flags held by boys on one side and girls on the other. In the afternoon Fort William was visited—including the McKellar Hos-

pital and the Ogilvie Elevator. Replying to the Address presented by Mayor Graham, His Royal Highness urged the closer union of East and West:

> Fort William and Port Arthur, the city which competes with it, occupy a position of vital importance in the anatomy of the Dominion, for you link together the East and West. There is for the present a difference of interests on each side of you. To the East the manufacturing interests predominate, while to the West the agricultural interests are paramount. The reconciliation of such interests has been one of the problems of statesmen in every country in the world, but in Canada the problem is even more difficult of solution than elsewhere on account of the geographical separation of these interests. It is true that the situation is from day to day improving, but in the meantime it is the duty of everyone to contribute in every possible way to the consolidation of the Dominion, and to make, if necessary, concessions to that end. And that is why, standing over the threshold of the East and West, and speaking to both East and West, I urge both sides of this great country to do their best to help in every way that work of consolidation which alone can ensure for Canada her position among the nations of the world.

The visit to Winnipeg was only for a few hours of Sept. 1st and thence the Royal party proceeded to Saskatoon passing through Rivers, Melville, Ituna, Watrous and Allan on the way and being everywhere welcomed by cheering people and decorations—of a number and nature dependent upon the size of the place. Saskatoon was reached on the 2nd when a great crowd of local people and visitors welcomed them; a procession followed which included the Legion of Frontiersmen, Boy Scouts and detachments of the Mounted Police and the 29th Light Horse; an Address was presented by Mayor Clinkskill and the foundation stone of St. John's Church laid by the Duke. Replying to the Address His Royal Highness paid high compliment to this remarkable centre: "Saskatoon is the first city of the true West that I have visited in my official capacity as Governor-General, and here I know that I see a real type of Western city, where the energy and the self-confidence of the early citizens have been justified and rewarded by success, and where they have had the satisfaction of seeing a busy, thriving town standing on the ground where they pitched their tents but a few short years ago."

Prince Albert was reached in the evening, after passing through Rosthern and smaller places, where a cordial reception was given while the Duke, in reply to the Civic Address presented, said that the Dominion was growing at so rapid a rate that towns became unrecognizable from year to year—a condition which made Provincial and Municipal government increasingly difficult. Roddick, Warman, North Battleford, Vermilion and Lamont were each given a brief stay *en route* to Edmonton where the Royal party arrived on Sept. 3rd. Here the Governor-General—who wore his Field Marshal's uniform—was greeted by 7,000 people at the station, and in the following drive through gaily-decorated streets to the Court House, where Mayor Armstrong read an Address and another was presented to the Duchess by Mrs. E. L. Hill and Mrs. R. W. Cautley for the Local Council of Women. In the former document a reference was

made which created much discussion and as to which the Mayor afterwards explained that the Address was prepared by A. G. MacKay, K.C., and Wm. Rae—both prominent Liberals—and accepted by him without alteration. An increase in the British preference was urged and the following supposed reference to Reciprocity made: "It is incumbent upon us, if we are true to our best interests, to use all lawful endeavours to enlarge our commercial bounds in order that ready markets may be obtained for the ever-increasing products of the soil, to the end that our people may know that they are subject to only fair commercial and economic conditions and in order that the very best results may be attained, for thus and thus only shall contentment and loyalty rest upon a permanent and abiding basis." The Governor-General's reply was brief and did not refer to this paragraph.

The central event of the visit was, however, the opening of the splendid new Parliament Buildings at a brilliant function shared in by the leading citizens of Alberta. A large Government Banquet was given in the evening in the Parliament Buildings and on the following day 1,500 school children, waving flags and singing patriotic songs, were reviewed as well as the Military Veterans and Boy Scouts. The Women's Canadian Club held a Reception for the Duchess and Princess Patricia at the residence of the Prime Minister (Mr. Sifton) and there was a Municipal Reception at the Parliament Buildings in the evening. At Red Deer, on the 5th, the Duke in replying to the loyal Address made some very practical remarks: "I feel that mixed farming should play a far larger part than it does in the prosperity of the country, and that it is only by its development that the cost of living will be kept within bounds. To grow grain alone is extremely profitable, and is, for the time being, a necessity in the West, for capital must be obtained and mixed farming cannot be started without capital. But an industry which is dependent on the annual employment of thousands of casual labourers, and takes away continually from the soil without ever putting anything back, is not based on a foundation which makes in any way for permanence."

Calgary was next reached after passing through cheering crowds at Wetaskiwin, Ponoka and Lacombe and here, as at Edmonton and Prince Albert, heavy rain greeted the Royal visitors. They were the guests of Senator J. A. Lougheed while in Calgary and enjoyed several visits to the "Stampede" which was, in parades and pageants and various performances, representative of the Ranching and Indian days of Alberta life. Passing through splendidly decorated streets to the City Hall, the Duke received the usual Address from Mayor Mitchell and took occasion to welcome United States settlers in Canada: "There are around me, I well know, a great number of our American cousins from across the border, who have been drawn here by the numerous attractions presented by the Province of Alberta, and I wish to tell them that they are very welcome, and that we readily extend to them the hand of hospitality which they have extended to our young men in the Western states during the past." Sept. 6th was taken up with Cowboy and Indian performances, a review of Boy

Scouts, School Cadets and Legion of Frontiersmen, presentation of Certificates to graduates of the Royal Academy of Music, acceptance by the Royal ladies of Addresses from the Daughters of the Empire and Women's Canadian Club.

On the 7th, Gleichen was visited by the Duke and a motor trip taken to the Works of the Southern Alberta Irrigation Company. The following six days were spent in Camp near Cochrane with fishing as the pursuit and the wonderful scenery of the Rockies as a close environment. A detachment of Royal North-West Police was in attendance. From the 13th to the 17th Banff and its splendid scenery, Laggan, Glacier, and Field, were visited. Princess Patricia did some painting during this part of the trip. Lake Louise was seen together with Lakes Agnes and Mirror and other sights of the Rockies. The Royal train was taken through the Mountains only in daylight so that nothing important would be missed *en route*. Revelstoke, Kamloops, Mission City and North Bend were passed through on the 17th and were gaily decorated for the flying visit of Royalty.

On the 18th Vancouver was reached in perfect weather and a reception given which, in decorations, cheering, crowds, illuminations and general public interest, excelled anything yet experienced. The Arches included those of the Progress Club, Italians, Indians, Canadian Northern, Japanese, Chinese, Germans, Lumbermen, Great Northern and City. A procession through densely-crowded streets was followed by the Civic address presented by Mayor Findlay. A motor trip around the City, a visit to Stanley Park, a call by His Royal Highness upon Sir Charles Tupper followed, with a Banquet in the evening by the Duke of Connaught's Own Rifles. An event of the day was the singing and cheering of 5,000 school-children at one point in the procession. The programme of the following day included a Luncheon tendered to the Duke by the Canadian Club and attended by 1,100 members, with 1,500 ladies in the galleries, and D. Van Cramer, President, in the chair. In his speech the Duke said: "No Sovereign ever had a better knowledge of the vast Empire which he rules than has King George. In a smaller way I also have had an advantage in serving throughout the different parts of the Empire. There is a strong Imperial spirit springing up from one corner of the Empire to the other and I believe that it will continue and grow more and more strong."

In the morning the Connaught Bridge across False Creek, costing $1,000,000, had been christened by the Duchess and opened by the Duke and a motor visit paid to Point Grey and Shaughnessy Heights. The Royal party in the afternoon visited Brockton Point where 50,000 people had gathered and the Duke reviewed the Veteran organizations, several Militia Regiments, the Ambulance Corps and the Boy Scouts. The Duchess and Princess received Addresses from the Local Council of Women and the Women's Canadian Club together with a purse of gold for the Royal Victorian Order from the former body. A Reception was given in the afternoon by the Daughters of the Empire; the Chinese native-born residents of Vancouver presented

an Address to the Duke; a Royal Reception was held in the evening at the Hotel Vancouver. The third day included the presentation of medals and certificates to graduates of the Royal College of Music at the Labour Temple; a visit by His Royal Highness to Miss Pauline Johnson, the Indian poetess, and to North Vancouver in the afternoon when an enthusiastic reception was given and an Address presented by Mayor McNeish; a motor ride by the Royal ladies to Steveston and its salmon canneries.

New Westminster was visited on the 21st by the Duke who received an Address from the City read by Alderman A. W. Gray and reviewed the National Reserve—a new Corps of Veterans—and bodies of the Boy's Brigade, Boy Scouts, Indian Chiefs, Chinese Boy Scouts and Army Veterans. The Provincial Farm and new Insane Asylum were visited, the famous Fraser River Sawmills—the largest plant in the world—inspected, the St. Ann's Convent Academy visited, and the corner-stone of the new High School laid. On the way Burnaby had been briefly visited and amidst crowds and cheers an Address accepted. Vancouver was left behind on the 22nd and a day later the Royal party landed at Prince Rupert from the C.P.R. steamer *Princess Alice* after a voyage of 500 miles through a varying panorama of islands, water and distant mountains. A Royal Salute of 21 dynamite blasts, and a fleet of decorated boats, welcomed the visitors. Mayor Newton presented the Civic Address, etched with fire on caribou-skin, and a Luncheon was accepted from the Canadian Club with Bishop DuVernet in the chair and 400 present. "I have come," said the Duke "to see men and what men are doing." A block was laid by His Royal Highness to complete the Acropolis Reservoir, an inscription plate was put on the new Hospital, a Memorial Tree planted in the Park, a contest between eight Indian bands listened to, and a Concert attended in the evening. On the following day, a trip on the Mainland was taken and afterwards a large deputation of Indians received. A cruise was then taken north to the Alaska boundary with a brief stay at Port Simpson and a pow-wow by the Duke with the Indians at Alert Bay.

From there the steamer went south and, on Sept. 27th, Nanaimo, on Vancouver Island, turned out *en masse* to welcome the Royal party. The usual Civic Address was presented by Mayor Shaw, a drive followed around the City, and then departure took place for Victoria. Here, the Royal party were guests of His Honour, T. W. Paterson, at Government House. They arrived on the evening of the 27th and were received with much ceremony and the evidence of strong popular interest. At the Parliament Buildings—close to the landing place—an Address of welcome was tendered by Mayor Beckwith and a little later the gaily-decorated City and beautiful Harbour were brilliantly illuminated. The following day was a busy one. The corner-stone was laid of the splendid new structure which was being added to the Parliament Buildings, to house a not less important and valuable collection of books, and which the Duke christened in due form as the Connaught Library. Sir Richard McBride, the

Premier, on this occasion presented a gold paper knife to the Duchess.

In the afternoon, 10,000 people saw the Royal party as they visited the Victoria Fair, inspected the varied annual Agricultural and Fruit exhibits from all over Vancouver Island, and watched a polo match between Kamloops and Kelowna. The Duke also reviewed the Boy Scouts. The corner-stone of the new Seaman's Institute had been previously laid. Late in the afternoon a demonstration by the British Columbia units of the St. John's Ambulance Association was watched at Government House. Other incidents of the visit were a Royal Reception held at the Parliament Buildings which were decorated and illuminated in every possible form of attractiveness; an Address to the Duchess presented by the Local Council of Women; an inspection of the Esquimalt fortifications and of Fort Camosun, where a number of Devon people had built up a flourishing suburb and from whom a loyal Address was received; a visit to the Central School grounds where 4,000 children sang patriotic songs; a reception by the Duke of a delegation from the Industrial Peace Association and of 300 members of the Canadian Club at Seattle, United States, who came to present loyal greetings; a Garden Party at Government House and a trip made by His Royal Highness with the Lieutenant-Governor to Moresby Island for some pheasant shooting; a motor trip by the Duchess and Princess to the logging-camp of the Shawinigan Lake Company and a young peoples' dance at Government House in honour of the Princess; an informal visit to the Jubilee Hospital and Alexandra (Women's) Club.

On the morning of Oct. 3rd the Royal party left for New Westminster and sailed up the Fraser River through hundreds of salmon fishing craft with thousands of people lining the shores. At the Royal City they were welcomed by Mayor J. A. Lee and proceeded to the Exhibition ground by motors—passing under one Arch constructed of cans of Salmon surmounted by fishermen in oilskins. The Exhibition was formally opened by the Duke in the presence of 15,000 people, a parade of live-stock witnessed, a Trec planted in the grounds and then the train taken for Vernon which was reached on the morning of the 4th. Through this part of the trip, in the interior of the Province, the Royal party was accompanied by Hon. Martin Burrell, Dominion Minister of Agriculture. The beautiful Okanagan Valley was seen at its best. Leaving Vernon, Okanagan Landing and Penticton, Summerland and Kelowna, were seen and everywhere an enthusiastic welcome was received. Decorations, arches, loyal Addresses, cheering crowds were conspicuous elements of the journey. So with the Kootenay region where Arrowhead, Robson, Nelson, Balfour, and Kootenay Landing were visited on the 6th and 7th with trips on the beautiful Arrow, Kootenay and Okanagan Lakes in the C.P.R. Steamers, *Okanagan, Bonnington* and *Moyie*. To the Fruit country His Royal Highness gave some wise advice at Vernon (Oct. 4th): "I am aware that there have been occasional disappointments in the Fruit-growing industry, but as a general rule the individual cases of failure are confined to persons who have embarked on this highly scientific branch

of agriculture without a sufficient knowledge of its requirements, or else without enough capital to carry the work through. A word of warning is, therefore, advisable—cautioning the over-rash against such temerity—for by their failure they do harm to the Fruit-growing industry as a whole." Of this part of the Tour, Mr. Burrell said to the press on Oct. 7th:

> The Duke's unfailing courtesy, his untiring interest in everything connected with the industries and the progress of the West and with its problems, have been deeply appreciated by British Columbia. It was the psychological moment for such a visit, this being the transition period of things Imperial. Unity and co-operation must be more than mere phrases if the work of the Empire is to be rightly done. Duty is the master-word of the Duke's life, as it is of the King's, and Western people have not failed to recognize this. They have daily witnessed his unselfish and unflagging efforts to promote the public weal and the result of this Tour will be a strengthening of the devotion to the Throne which has always marked the people of Canada.

From British Columbia—after a visit to Cranbrook on Oct. 8th—the Royal party passed again into Alberta. The sea-coast and mountains were replaced by ranching regions and level plains. At Macleod the Duke, after the usual Reception and Address, took occasion to say to the large concourse of Americans who had gathered from far and wide: "I am well aware that among those whom I am now addressing there are a very great proportion who were not born under the British flag. Most of these will have realized by now that residence under that flag implies no disabilities; all we ask is that the laws of Canada should be obeyed. Our American cousins are welcome from over the border. Thrice we welcome our Canadian and British brothers who return to the Union Jack after living under the Stars and Stripes. History is repeating itself. For many years hundreds of young Britishers have sought fortune in the Western States; time has brought about a change, and the tide has set in the other direction, bringing across the frontier numbers of our neighbours to whom we are glad to return hospitalities."

At Lethbridge on the 10th, thousands of people welcomed the visitors. There was a Civic holiday, a loyal Address, an inspection of the local Field Battery, the dedication of a Technical Training Institute, a visit to the Central School where 1,400 children sang patriotic songs, a motor ride around the town. Medicine Hat was reached on the 11th with the usual crowds in attendance. To the Civic address the Duke said: "My long journey from Coast to Coast and back again is drawing to a close. I do not pretend that it has not been sometimes tiring, but any feelings of fatigue have always been obliterated by the welcome we have met with, and by a sturdy, virile spirit which has shown itself among those we have met on our travels." The corner-stone of a new Public School was laid. After a brief stop at Swift Current, Moose Jaw was reached on the 12th and here the dedication of the Boy's Building of the Saskatchewan College took place with a notable reference by His Royal Highness to the Boy Scout movement:

There is no doubt that the movement has not found the same extension and healthy growth in this Province that it has in other parts of Canada. I cannot tell, at present, whether the fault lies with the Provincial organization or with the apathy or opposition of the public. I only know that the results are unsatisfactory. Speaking not only to those present but to all Saskatchewan in my capacity as Chief Scout of the Dominion, as well as in that of Governor-General, I ask you for your help and encouragement for this excellent movement. The ignorant and mischievous have sometimes characterized it as being a militarist scheme. Such a charge cannot be laid at its doors unless it be militarism to teach boys to do good actions, to amuse themselves in a rational manner, to show consideration for others, to respect their elders and those in authority, and to be healthy. If this be militarism it would seem to be a most desirable condition for the youth of the nation.

A brilliant Reception was prepared and accorded to the Royal visitors at Regina. Flags, banners and bunting fluttered everywhere, elaborate Arches had been constructed, cheering thousands thronged the streets from the Railway station to the City Hall, and half-a-dozen bands of music at different points along the route mingled their strains with the cheering. The Duke wore his Field-Marshal's uniform, which he had worn only on entering the capitals of the Provinces and at the military reviews at Vancouver and Lethbridge, and all the members of his Staff were in full uniform. At the City Hall Mayor McAra presented an Address and in the evening, after a State Dinner at Government House given by Lieut.-Governor G. W. Brown, the brilliantly illuminated and decorated Parliament Buildings were formally opened by the Duke. This was followed by a Royal Reception attended by 1,500 people. Sunday was spent quietly with an informal visit to the new Grey Nun's Hospital. On the 14th the Collegiate Grounds were visited under escort of the 16th Light Horse when a great crowd of 3,000 children sang patriotic songs; the new Clergy House at the Railway Mission Chapel had its corner-stone laid by the Duke as did a Home for Girls which was to be styled the Princess Patricia Hostel; Regina College was formally opened, a formal Luncheon tendered by the Government at the Parliament Buildings; the Royal North-West Mounted Police inspected by the Duke at the Barracks; and a visit paid to Russell Taber's Hillcrest farm where many high-class horses had been raised. Indian Head was reached on the 14th where a Civic Address was accepted, a Nelson shield—the gift of Lord Strathcona—presented by the Duke to the High School, a visit paid to the Dominion Experimental Farm and a motor ride taken to File Hills, the Indian Agency, and to Qu'Appelle Lakes. At the latter point the Indian Industrial School was visited and tea taken with Father Hugenard. Broadview, Sask., was the next place visited (Oct. 15th) with Brandon and Portage la Prairie in Manitoba on the following day. At Brandon, Mayor Fleming read an Address, to which the Duke replied, with an interesting reference to the rapid development of the West:

That development sometimes over-runs what is good for health and strength is as true in the history of a prosperous young country as it is in the case of a growing child. The discomforts known in a child as

growing pains are apparent in the case of a young country in over-speculation and consequent temporary and local distress. The general health in both cases remains unimpaired though the pain may be acute. That there is a danger of such over-speculation in the Dominion is undeniable, but the wealth of the country and the energy of the Canadian people are sufficient to minimize the harm that may be done.

To Mayor Garland's Address at Portage, he said: "I can only assure you that to know Canada well, to understand its aspirations, to sympathize with its disappointments, in fact to identify myself with the nation in every possible way, is always my endeavour, not only as a matter of duty, but also as a labour of love." The Royal party arrived at Poplar Point on the 16th and the three days following were spent at Senator Kirchoffer's Shooting Camp nearby. Thence to Toronto, without stop, where His Royal Highness, on Oct. 21st, was the guest at Luncheon of the Canadian Club. It was a brilliant function with Dr. A. H. U. Colquhoun in the chair and Lord Milner, Sir James Whitney, Sir Thomas Lipton, Bishop Sweeny, Sir G. W. Ross, Colonel G. T. Denison, N. W. Rowell, Sir Henry Pellatt and J. S. Willison amongst the guests. Mr. Willison proposed the Governor-General's health and described him as the possessor of "the dignity of a Prince, the sympathy of a democrat and the courtesy of an English gentleman." In his speech the Duke expressed pleasure that while Canada was a democratic country it was none the less attached to the traditions of the country from which so many of its people had come. As to the West: "I was inspired by the energy, the zeal for hard work, and the strong, fine character of the people. With such an asset I have no misgivings for the future. The country will go on increasing in wealth and prosperity. . . . The finest buildings in the West are the school-buildings and the largest expenditures of money are for educational enterprise. Another thing that struck me forcibly is the strong and virile national sentiment which exists. So great is the interest of the people generally that they are ready to make their political views subservient to the advancement of the country. . . . I rejoice to say that I did not find a feeling in favour of separation from the Empire in a single instance. From one end of Canada to the other, through the Maritime Provinces, the Central portions and the West, there breathes the same strong ideal of Canadian individuality; a Canadian people under the flag of Empire." The Royal party arrived at Ottawa on the evening of the 21st with a completed record of travel in the 12 months which the Duke had spent in the Dominion of 180,000 miles.

Canada and British Affairs during 1912

His Majesty the King was, during this year, prominent in various matters as to which Canadians took great interest. The Royal visit to India and the political changes which accompanied that event were keenly canvassed and were followed by a message to Their Majesties from the Canadian Government on returning from the Eastern Empire. The King's reply (Feb. 6th) was as follows: "From the happy experience of past visits to the Dominion I am confident that my

Canadian subjects are inspired by the same feelings of loyalty and affection as those which have been so strikingly evinced toward us by the peoples of India. GEORGE R. I." Other incidents included the opening of the King George Fifth Institute for Fishermen at St. John's, Newfoundland, by a cabled message from the King on July 15th; the story that the King and Queen might visit Canada to open the Transcontinental Railway in 1914 or to share in the projected Peace Centenary Celebrations of that year; the presentation of a Flag from the King to a Winnipeg troop of Boy Scouts on Mch. 29th; the conferring of the Albert Medal upon Lord Strathcona and a Medal of the 2nd Class upon Edward Bell for gallantry during the fire in the Porcupine region; the incident of May 7-10th when His Majesty took personal command of a British fleet for evolutions and practice—the first occurrence of the kind since the days of Edward III; the King's message of sympathy to the people of Regina in connection with the tornado of June 30th.

Much was written in Canada during the year about the late King Edward and the Biography by Sir Sidney Lee, with Edward Legge's volume and reply, were widely discussed. In Montreal, arrangements were completed for a Memorial to the late King with $64,664 collected up to March 20th by a Committee of which Sir Thomas Shaughnessy was President and George Hadrill Secretary, with a design by Phillipe Hèbert, C.M.G., accepted. In Toronto a King Edward Memorial Fund for Consumptives was initiated by W. J. Gage, who had already done much to aid consumptives, and largely subscribed to—some of the chief donors being the City of Toronto $200,000, Lord Strathcona $125,000, W. J. Gage $110,000, Mr. and Mrs. R. W. Prittie $28,000, Mr. and Mrs. A. C. Hardy of Brockville $25,000; Sir Wm. Mackenzie, J. W. McConnell, Montreal, Chester D. Massey, F. B. Robins, E. R. Wood, $10,000 each and the Poster Advertising Association $8,000; A. E. Ames, Christie Brown & Co., Ltd., Canadian Bank of Commerce, Canadian Northern Ry., W. S. Detlor, Napanee, D. A. Dunlop, W. Davies, J. & W. A. Firstbrook, W. G. Gooderham, W. P. Gundy, Dr. J. L. Hughes, H. H. Love, R. Mulholland, Sir Donald Mann, Denton Massey, Massey-Harris Co., Ltd., McLaughlin Carriage Co., Ltd., Oshawa, Sir H. M. Pellatt, Lieut.-Col. A. G. Peuchen, Wm. Thomson, Orillia, W. G. Tretheway, Mrs. Lillian Treble Massey, Mrs. J. J. Crabbe, $5,000 each; A. R. Denison, R. H. Fairweather, Garnet P. Grant, Sir E. B. Osler, C. H. Willson, $2,500 each; Æmilius Jarvis and John Northway $2,000 each, with 28 individual subscriptions of $1,000 each. A King Edward Memorial Fountain was unveiled at Burlington on May 3rd and another at Vancouver on May 15th.

Empire Day had its ever-increasing celebration. In the *Standard of Empire* on May 24th messages were published from the Canadian Premier, Colonel the Hon. S. Hughes, Lord Strathcona, Sir T. Shaughnessy and Sir Gilbert Parker. Mr. Borden was concise and emphatic: "The people of Canada to whom the development of half a continent has been entrusted, are not unmindful of their great

responsibility. That responsibility is undertaken with a firm determination to maintain the lofty traditions of British liberty and justice, to develop their resources in the interests of the whole nation, to justify the right of the people to govern themselves and to strengthen the ties which unite Canada to the Empire." The Earl of Meath published his usual appeal for support and was heralded as the Father of the Movement though history will probably describe Sir George W. Ross of Toronto by that title, with Mrs. Clementina Fessenden of Hamilton as an enthusiastic second, and Lord Meath as first in England though following upon Canadian initiative.* All the centres of all the Dominions and countries of the Empire celebrated or marked the day in one way or another. A typical incident, perhaps, was an address to High School girls in Quebec by Bishop Julius of New Zealand.

A personal development of the year was the continued interest of Earl Grey in Canadian affairs. Elected in January as Chairman of the new British Bank of Northern Commerce with its capital of $10,000,000 ($5,000,000 subscribed) he received on Jan. 23rd the Freedom of London amidst conditions of stately ceremony and public eulogy of his services to Canada and the Empire. During his address the following statement was made: "It is my firm conviction, borne in upon me by my happy experience of seven years of intimate relationship with the Canadian people, that all parties in Canada are equally loyal to the Empire and the Crown. I consider myself singularly fortunate in that my official connection with the Dominion of Canada was at a time of remarkable economic and material development and of a growing realization of the privilege they possess as an integral, and in time to come a controlling, portion of the Empire. The day is approaching when Canadians will be ready, as self-governing subjects of the Crown, to assume the full status of partners in the responsibilities and obligations, as well as in the privileges of Empire."

A little later Lord Grey accepted the Presidency of the Royal Colonial Institute and immediately took steps to largely increase its membership and influence. He presided at the first annual Empire Day Banquet of the Institute in London when cables were received from gatherings at Sydney, Melbourne and Brisbane in Australia; Buluwayo, Pietermaritzburg and Johannesburg in South Africa; Toronto and Montreal in Canada; Ceylon, Seychelles, Bermuda and Bahamas. This London banquet and the one at Toronto attended by the Duke and Duchess of Connaught and the Princess Patricia and that at Sydney presided over by Lord Chelmsford, the State Governor, were perhaps the most important. At the London function the speeches of Dr. G. R. Parkin of Canada and Sir Arthur Lawley from India were the most inspiring. Speaking on Feb. 22nd in aid of the Western Canada Church Mission Fund Lord Grey said that Western Canada to-day wanted men who made the Church a centre of social, artistic, and industrial life. They did not want frills and formali-

* NOTE.—See *Origin of Empire Day*, a Pamphlet by J. Castell Hopkins, issued in 1910.

ties. They wanted Churchmen to be free from the British way of condescending and patronizing superiority. On July 5th, Lord Grey was in South Africa unveiling the Rhodes Memorial.

The question of cheaper Cables was much discussed during the year. Mr. Archer Shee, M.P. for Finsbury, was in Ottawa on Feb. 3rd and saw Messrs. Foster and Pelletier of the Government in connection with the Empire state-owned Cable project. Mr. Samuel, the British Postmaster-General, stated in the Commons on Apl. 2nd that he was aware of the general desire in Canada for cheaper and easier Imperial communications. Since the Imperial Conference of 1911 there had been a reduction of 50 per cent. in non-urgent messages in plain language, a possible reduction in press telegrams and a large reduction for deferred or cable letters. "I do not wish to regard these reductions as final, but I cannot see my way to demand further reductions at present. Any Company coming forward to lay a cable, owned by British subjects, between Canada and the United Kingdom, either with a reduced tariff or at the rates in force, would be welcomed by the Government, but they are not prepared to grant a subsidy for the formation of such a Company." Toward the close of the year, however, and following the visit of Mr. Pelletier to England, still further reductions were announced on Sept. 10th. In one class of message the cost was reduced by 25 per cent., and in other classes by about 20 per cent. There was also a great acceleration of the service as regards messages sent under the cheaper rates and still further facilities were offered Press messages.

An important change in British policy occurred on Sept. 17th in the announcement from Ottawa as to the conclusion of an arrangement between Sir Edward Grey, Secretary of State for Foreign Affairs, and Hon. Geo. E. Foster, Canadian Minister of Trade and Commerce, by which the whole British Consular service was rendered available to Canadian business men. Mr. Foster had been working at the plan all Summer. After careful investigation he, early in May, passed through the Cabinet an Order-in-Council which formed the basis of the agreement. The Order-in-Council after giving a digest of the British Consular system, and describing its completeness and excellence, observed that much of the information collected by British Consuls would be of use to Canadian business interests and that the British Consulates scattered over the world should also be kept supplied with the latest information respecting Canada. During his visit to England, Mr. Foster carried on negotiations with Sir Edward Grey and the final arrangement was as follows:

1. The Foreign Office agrees to furnish the Department of Trade and Commerce with copies of all trade reports from its Consular officers, as soon as they are published, from any districts which may be specified by Canada as of interest to Canadian trade.

2. Any Canadian firms or business men will be at liberty to apply direct to any of His Majesty's Consuls in any part of the world for information as to the sale of Canadian products, methods of business pursued, and the best means of getting in touch with markets. Persons so enquiring will receive all possible assistance.

3. His Majesty's Consuls will be supplied through the Foreign Office with statements of Canada's commerce, resources and development, with lists of the principal industries and sources of supply, and the questions upon which Canadian merchants and manufacturers desire information.

4. Canadian Trade Commissioners will have full liberty to apply to His Majesty's Consuls for assistance and advice in trade matters. Special trade representatives sent out by Canada to study and report will have the advantage of the personal assistance of the Consular staff; they will be supplied with interpreters and will be introduced to the principal officials and merchants, foreign and native, of the country they may be visiting.

5. Office room in British Consulates will be afforded to Canadian Commercial representatives when it is possible and convenient to arrange therefor.

6. Members of the Canadian Commercial Service will be eligible for selection for and entrance to the British Consular Service on the terms and conditions applicable to other entrants thereto, subject to the regulations of the British Government in carrying on its Service.

An incident of the year was Sir William Mackenzie's interview in the London *Standard,* on July 25th, when he reviewed the Imperial situation in general and declared himself in this connection an optimist. "A strong Canada and a strong Australia do not mean a disunited Empire, but an Empire that is strengthened and knit together by the vigorous children of the Motherland." He believed in representation: "My idea is that England, in the same way as the other countries of the Empire, should have a Local Parliament to look after her own purely domestic affairs, and that there should be a separate Imperial Parliament to look after Imperial affairs such as the Navy, for instance, and the question of Empire defence generally." Preferential tariffs were also supported. "Twenty years ago when I first came to England not one person in a thousand believed in anything but cast-iron Free Trade. And now nearly everybody I meet seems to favour Imperial Preference, allied, as it must be, with a tariff against foreign imports."

The Wolfe Monument Fund organized by F. C. Wade, K.C., of Vancouver to erect a Canadian memorial of General Wolfe at or near his birthplace in Greenwich, England, made good progress during the year. To it the citizens of Vancouver had contributed by the close of 1912 over $6,100, those of Winnipeg $4,300, those of Toronto $3,000, and other individuals $1,000 with $500 each from Lord Strathcona and Lord Northcliffe. The Archbishop of Canterbury's Western Canada Church Fund continued to receive contributions and at a meeting on Feb. 23rd in London it was announced that £57,000 or $285,000, had been raised. Negotiations were underway during the year between the Canadian Government and certain British and Canadian Transportation Companies for the operation of a fast Atlantic Steamship Line but nothing was arranged although there were many rumours. On Nov. 15th it was announced that, in pursuance of powers conferred by the Imperial Parliament, the pro-

moters of the enterprise which had Black-Sod Bay, Ireland, as its base, had entered into a contract for the construction of a railway and harbour at that point and that the contractors expected to complete the work in about two years.

A Canadian Chamber of Commerce was, during January, established in London for the encouragement and promotion of Anglo-Canadian trade and commerce, the safe-guarding of Canadian credit, the development of Canadian industries by British capital, and the furtherance of Canadian interests in the United Kingdom. The Hon. J. H. Turner, Agent-General for British Columbia, was appointed Chairman and many leading Canadians in the Metropolis joined the Council. The annual Banquet of the Canada Club in London on Dec. 4th was notable for an eloquent address from the Chairman, G. McLaren Brown, C.P.R. representative in England. Sir J. P. Whitney and Hon. A. L. Sifton of Canada also spoke. A problem affecting India and British policy in the East was revived in public discussion during 1912 when the Sikhs of British Columbia tried once more to obtain the right of free entry for their female relations and amelioration in the general regulations as to Oriental immigration. The Revd. Dr. Wilkie put the matter before the Women's Canadian Club, Toronto, as follows on Feb. 16th: "Our King and Queen went out to India to show the people that they are one with us, while we in Canada are trying to-day to show them that they are not fit to associate with us. England only holds India through that people's confidence in her justice and fair play, and it is useless to belittle the unrest in the face of actual experiences." The same Club heard H. H. Stevens, M.P. for Vancouver, on the other side (Feb. 17th) while Dr. Sunder Singh, a leader amongst the Sikhs of British Columbia, visited Toronto, Ottawa and other centres on behalf of his people. Two Hindu women immigrants were admitted during the year, by special arrangement, after long delays, various Court trials and the sending of a Special Government Commissioner from Ottawa.

Other incidents of the year included the announcement that after Australia had come into the Penny Postage system only Pitcairn Island, in the entire British Empire, now remained outside; the statement that during 1911 the weight of British newspapers, magazines, etc., sent to Canada had increased from 3,836,000 lbs. to 4,747,000 lbs.; the gathering of the Clan Maclean in the Island of Mull—including W. F. Maclean, M.P., of Toronto—and the formal establishment of its Chief, Sir Fitzroy Maclean, Bart., in the historic home of his race at Duart Castle; the permission of the King to the Society of Knights Bachelor, of which Sir H. M. Pellatt, Toronto, was President, to change its name to that of the Imperial Society of Knights; the decision of the British Government to link up the Empire by Wireless Telegraphy, the expenditure of £500,000 for that purpose, and an arrangement with Mr. Marconi; the Banquet given by the Canada Club, London, on Feb. 8th in honour of Sir Thomas Skinner and his elevation to a Baronetcy.

A Glimpse of the City of Ottawa with the Parliament Buildings on the left; the Chateau Laurier, Conducted and Operated by the Grand Trunk Railway Company, on the right; the new Grand Trunk Central Station on the extreme right.

Some purely British facts of Empire interest may also be mentioned. The wealth of Britain, according to F. W. Hirst of *The Economist,* was in 1816 $10,400,000,000 with a population of 19,000,000; in 1850 it was $22,564,000,000 and the population 27,000,000; in 1885 the wealth was $50,185,000,000 and the population 37,500,000; in 1909 the figures were, respectively, $88,725,000,000 and 45,000,000. The Assets of British banks in 1911 were £1,256,572,000 or over $6,280,000,000, and the Bank of England remained the strongest Bank in the world with total Assets of $540,000,000 and a Stock value of $176,000,000; the Coal Miners' Strike of Feb. 29-Apl. 6th resulted in an expenditure of $9,970,000 out of the Union funds and an estimated loss to British trade of $65,000,000; the population of the Empire, as announced in 1912 from the new Census, was 414,100,000 of which the United Kingdom had 45,000,000, the Dominions 19,100,000 and the rest of the Empire 350,000,000; the Stock Exchange wealth of the United Kingdom was at the end of 1910 £27,406,000,000.

The British and Imperial obituary of the year included Henry Labouchere on Jan. 16th; the Duke of Fife, brother-in-law of the King, and for many years Director of the British South Africa Company, on Jan. 29th; Lord Stanmore, well-known around the Empire as Sir Arthur Hamilton-Gordon and as Governor of New Brunswick, Trinidad, New Zealand and Ceylon at different times, on Jan. 30th; Joseph, Lord Lister, O.M., P.C., F.R.S., the famous leader of modern surgery, on Feb. 10th; Field Marshal Sir George Stuart White, V.C., the Hero of Ladysmith, on June 24th; Andrew Lang, scholar, poet, critic and historian, on July 21st; the Hon. Richard E. O'Connor, Supreme Court of Australia, on Nov. 20. British Honours and Appointments of an Empire nature and interest were in 1912, as follows:

Lord High Chancellor	Viscount Haldane of Cloan.
Secretary of State for War	Colonel J. E. B. Seely, D.S.O., M.P.
Member of the Cabinet	Rt. Hon. Sir Rufus Isaacs, K.C.V.O., K.C.
Knight of the Garter	Rt. Hon. Sir Edward Grey, M.P.
Commander of the Troops in South Africa	General Sir Reginald Hart.
General (Honorary rank) in British Army	Rt. Hon. Louis Botha.
Baronet	Lionel Phillips M.L.A., of South Africa.
Baronet	John Henniker Heaton, M.P., of London.
K.C.B.	Lieut.-General Sir E. T. H. Hutton, K.C.M.G.
Ambassador to Japan	Sir W. Conyngham Greene, K.C.B.
Ambassador to the United States	Sir Cecil Spring-Rice, G.C.V.O.
Naval Commander-in-Chief, Plymouth	Vice-Admiral Sir G. Le C. Egerton.
Naval Chief of the War Staff	Vice-Admiral Sir H. B. Jackson.
Commander of the Royal Naval War College	Rear-Admiral Hon. Sir A. E. Bethell.
Commanding Coast-guard and Reserves	Vice-Admiral A. M. Farquhar.
Commander-in-Chief, China	Rear-Admiral T. H. M. Jerram.
Commander-in-Chief, East Indies	Rear-Admiral Richard H. Peirse.
Commanding 2nd Cruiser Squadron	Rear-Admiral F. C. D. Sturdee.
Commander-in-Chief, Cape of Good Hope	Rear-Admiral H. G. King-Hall.
Commanding 1st Cruiser Squadron	Rear-Admiral David Beatty.

Canadian Relations with the West Indies

The situation in this respect underwent very great changes in 1912. In Parliament on Jan. 10th, papers were tabled respecting negotiations for improved trade relations between Canada, the British West Indies, and British Guiana. It was stated that the recommendations of the Royal Commission of 1910* had been accepted in principle by all the West Indian Legislatures with the exception of Grenada, Jamaica, Honduras, Bermuda and Bahamas whose conditions were separately treated in the Report. The terms of the proposed Conference of these Colonies with Canada were discussed and a scheme outlined by the Colonial Secretary. In the Commons, on Jan. 26th, the Hon. Wm. Pugsley (Lib.) brought up the question of these negotiations, of the Steamship service between St. John and the Islands, and of possible arrangements with Australia. He described the Opposition as being in sympathy with any development of closer trade relations and Preferential Treaties within the Empire. The Minister of Trade and Commerce (Mr. Foster) pointed out that the three things which were now under consideration were improved steamship, telegraphic, or cable, communication and improved trade relations. "For a number of years Canada has given to the West Indian Islands a large preference which has met with generous appreciation in the Islands and which, they acknowledge, has been a help to the West Indies in various ways and particularly in reference to the encouragement of their sugar industries."

Jamaica did not send a Delegate to the Ottawa Conference. The interests of the Island were supposed to be so tied up commercially and fiscally with the United States; there was such a large interchange of trade and so much American money invested in Jamaica; that its business interests were afraid of any dislocation in trade channels and of any fiscal hostility or action by the United States. Negotiations for better steamship facilities were, however, kept underway. Some American action was taken to make the Islanders, in general, fear United States policy. The New York Produce Exchange in March endeavoured to stir up feeling along this line and issued a circular declaring that: "The flour trade with the West Indies is very important to these markets and it would be foolish to stand by idly and see it going away if we have at hand some weapon to prevent it. The United States offers an immense market for West Indian produce, a market more important to them than that offered by Canada and it ought to be possible to make an effective protest." United States business representatives in a private campaign warned merchants and others in the various Islands that they might find themselves face to face with hostile legislation along tariff lines if they went into an agreement with Canada.

Canadian interests were also active. The Royal Bank and the Bank of Nova Scotia had a large number of branches in the British West Indies and their influence was considerable. Mr. T. B. Macaulay of Montreal, an enthusiastic advocate of the complete union of the

* NOTE.—See THE CANADIAN ANNUAL REVIEW for 1910.

Islands with Canada, did good service, also, in the trade connection. On Feb. 13th, in addressing a public meeting at Nassau, Bahamas, he assured the people that Canada was ready to discuss the question of either commercial or political union with them. The Canadian West Indian League was organized at Montreal with Sir T. G. Shaughnessy, Sir H. M. Allan and Sir Alex. Lacoste as Honorary officials, Mr. Macaulay as President, E. P. Mousir as Secretary and the *Canada-West India Magazine* as an official organ. The total trade of the Dominion with these Islands in 1893 (including Bermuda) was $3,109,233, in 1903 $4,015,086 and in 1911 (excluding Bermuda) $10,582,652—obviously a growing trade. The imports of Canada from the Islands in 1893 (merchandize) were $1,262,905 and the exports (merchandize) $1,818,604; in 1903 they were, respectively, $1,829,330 and $2,184,833; in 1911 they were $6,469,382 and $4,113,270 respectively. Of the latter year's imports into Canada the chief items were fruits, sugar and molasses; the chief exports were grain, wheat, flour, drugs, dyes and chemicals, fish, provisions, wood and its manufactured articles. The trade of the Islands, and Barbados, was as follows in 1910-11:

	Total Imports.	Total Exports.	Total Trade.
Barbados	£1,345,193	£1,088,829	£2,434,022
Jamaica	2,614,943	2,568,221	5,183,164
Grenada	279,368	291,760	571,128
St. Lucia	277,207	238,954	516,161
St. Vincent	97,737	101,179	198,916
Trinidad	3,343,011	3,467,588	6,810,599
Leeward Islands	541,713	537,832	1,079,545
Bahamas	329,014	193,803	522,817
British Guiana	1,749,766	1,820,198	3,569,964
Total	£10,577,952	£10,308,364	£20,886,316
Total	$52,889,760	$51,541,820	$104,431,580

From March 27th to Apr. 9th, when an Agreement was signed, the following representatives of the Islands discussed with Hon. G. E. Foster, Minister of Trade and Commerce, Hon. W. T. White, Minister of Finance, and Hon. J. D. Reid, Minister of Customs at Ottawa, the relations of the Dominion and the Islands: H. B. Walcott, Collector of Customs, Trinidad; J. M. Reid, Comptroller of Customs, British Guiana; Dr. W. K. Chanler, C.M.G., Master-in-Chancery, Barbados; E. J. Cameron, C.M.G., Administrator, St. Lucia; F. W. Griffith, Supervisor of Customs, St. Vincent; W. D. Auchinleck, I.S.O., Auditor-General, Antigua; T. L. Roxburgh, C.M.G., Administrator, St. Kitts; W. H. Porter, I.S.O., Treasurer, Dominica; Lieut.-Col. W. B. Davidson-Houston, C.M.G., Commissioner, Montserrat. Representatives of various commercial bodies in the Islands were also present in an advisory capacity. Of the localities represented British Guiana, Barbados, Antigua and St. Kitts-Nevis were purely sugar-producing countries; Trinidad possessed asphalt, mandrake, oil, cocoa and sugar; St. Lucia, cocoa, with sugar as a secondary consideration; St. Vincent, arrowroot and sugar; Dominica and Montserrat, fruit of all kinds—limes principally.

The Delegates were informally received by the Canadian Prime Minister on Mar. 28th and the formal sessions of the Conference commenced on Apl. 1st. At a Dinner given by H.R.H. the Governor-

General in the evening, the Duke welcomed the delegates on behalf of Canada. He recalled a mission by Hon. Mr. Foster to the Islands 22 years before and indicated the difference in conditions since that time. "Your sole object," he added, "in coming here is to endeavour to establish the maximum benefit at the minimum mutual sacrifice; for the West Indies have products which we need in the Dominion of Canada and Canada can supply commodities which the West Indies need and do not produce." An official Banquet was given to the Delegates on Apl. 3rd and Mr. Borden, in a brief speech, stated that one of the greatest problems of the day was closer and more advantageous relations between the different parts of the Empire. Allied with that question—though it was not to the front in these negotiations—was the question of defence of the Empire. Sir W. Laurier, J. M. Reid, T. L. Roxburgh, J. Norton Griffiths, M.P., and Hon. G. E. Foster also spoke. On the 9th an Agreement was signed in the presence of H.R.H. the Governor-General and Mr. Foster made the following official announcement:

> The Agreement is made for a term of years (ten) and is revocable at the end of the period named therein on one year's notice. It includes exchange of products on a wide and generous scale and is based on a preference to the products of each country in the markets of the other. The Agreement goes to the Governments of the Colonies included for consideration, and comes into effect when approved by both the Dominion and Colonial Legislatures and His Majesty's Secretary of State for the Colonies. It will be possible for all these to consider and decide, and for the Agreement to go into effect before the beginning of the year 1913. The Agreement is between Canada and the interested Colonies alone, and leaves both sides with complete liberty to adjust their tariffs as respects all other countries. Grenada, the Bahamas, Bermuda, Jamaica and British Honduras are the only British West Indian Colonies that are not included. . . . The questions of improved cable and steamship communications between Canada and the West Indies were carefully considered, and the views of the Conference were embodied in Resolutions unanimously passed.

Of the Resolutions passed one declared that "in the interests of Colonial and Imperial commerce, administration and defence, improved and cheaper communication by Cable is urgently required and should be secured at the earliest possible moment; that the most acceptable plan is by an extended all-British cable system from Bermuda to Barbados, Trinidad and British Guiana, with the necessary provisions of auxiliary inter-island connections; that this can be effected through the medium of some responsible Cable company by the co-operation of the West Indian Colonies, Canada and the Home Government, either by guarantee against possible inadequacy of revenue or by the payment of supporting subsidies for a term of years in the proportion of one-third for each of the three parties to the Agreement; that in every such arrangement a maximum rate per word should be fixed as a basis and that the Canadian and British Governments should exercise control of rates within that maximum." The other Resolution urged upon the Home Government "the extreme desirability of co-operating with the Colonial and Canadian Govern-

ments in providing an up-to-date and efficient service of Steamships, especially constructed for, and run in strict regard to, the requirements of the trade between Canada and the West Indies. The itinerary of these steamers might be so arranged as to make sharp connections with the Canadian mail steamers plying between Canadian and British Atlantic ports with a view to establishing a quick and uniform service between Great Britain and the West Indies *via* Canada, and thus to stimulate travel and the interchange of products between the great Atlantic portions of the British Empire."

Accompanied by Messrs. Foster and Reid of the Government, the Delegates visited Toronto on the 10th and were banquetted at the National Club by the Canadian Manufacturers Association and the Toronto Board of Trade. Mr. Foster in his speech referred to steamship and cable communication and declared that the Dominion of Canada, through its Government and the people behind it, was prepared to put its shoulder to the wheel, to do its share, and double its share if necessary, in order that these two matters should be brought to a conclusion. The cable rates, anywhere from 40 to 50 cents and seven shillings a word, must be brought down. He promised that when steamship and cable communications were improved, the Government would say that Preferential goods must come by direct line of steamships from the West Indies to Canada and go from here in the same way. This would double the amount of products shipped. A warm welcome would be given the outstanding Islands, if and when they came in and, meanwhile, the Agreement provided that Bahamas, Bermuda, British Honduras, Grenada, Jamaica and Newfoundland should, for a limited time, enjoy the benefit of its terms so far as Canada was concerned.

On fish and meats of all kinds, on wheat, flour and cereal foods, on coal, butter, cheese, lard, hay, animals and poultry (living), brooms and brushes, boots and shoes, agricultural implements, iron and steel nails, etc., wire, machinery, vehicles, India-rubber, paint and paper manufactures, vegetables, soap, furniture, manufactures of wood, pianos and organs, cement, glass-ware, fresh, canned and bottled fruits, nickel-plated, gilt or electro-plated ware, calcium-carbide and condensed milk the Customs duties imposed by the Islands included in the Agreement, upon Canadian products or manufactures, were not at any time to be more than four-fifths of the duties imposed by them on similar Foreign products or manufactures—provided that on flour the preference in Canada's favour was not to be less than 12 cents per 100 lbs. Sugar, molasses and syrups, shredded sugar cane, fresh fruits and cocoanuts, asphalt, coffee, cotton and cotton seed-oil, rice, crude petroleum, oils, rubber, bulbs, salt, arrow-root, sponges, ginger and other unground spices, fresh vegetables, tapioca, honey, essential oils, peanuts, uncut diamonds, sawn or split or dressed timber, vanilla beans, lime-juice and a few minor products were to enjoy the Preferential tariff when imported into Canada. On cocoa beans, lime-juice and limes under certain conditions Canada was to impose a duty when coming from Foreign countries.

In a general way, the Agreement worked out to a preference of 20 per cent. for about 50 Canadian articles or products in the chief West Indian markets (outside of Jamaica) over Canada's only Foreign competitor—the United States. It afforded the West Indies a guaranteed preference of at least 20 per cent. for ten years in the Canadian markets and gave certain valuable concessions in respect to the sugar trade—the notable one being the withdrawal of the permission to Canadian refiners of purchasing one-fifth of their raw sugar at Preferential rates outside the Empire. The arrangement was generally approved. R. W. Breadner on behalf of the Manufacturers Association and various individual manufacturers praised its provisions; writers in the Toronto *Star* expressed doubt as to its clauses being of any service to the Canadian consumer. Early in August the Islands concerned had all ratified the Agreement despite agitation by various American interests—Trinidad being vigorously and especially attacked in this respect by J. F. Dulles of New York. In Great Britain, the Conservatives made a party point by asking how a Liberal free-trade Government could accept such a compact on behalf of the West Indies! At the close of the year there was some discussion in Canada as to the position of Jamaica and the grip over its interests held by the United States while several plans were discussed in England looking to the Federation of the Islands. Ratification of the Agreement by the Canadian Parliament did not come up till the New Year.

Relations with Australia and Other Countries of the Empire

There was a greatly increased interchange of thought, discussion and visitors between Canada and Australasia during the year. Taking the Commonwealth first, it may be stated that the Canadian exports to Australia (1911 Commonwealth figures) were £844,235 as compared with £532,752 in 1908 and the Canadian imports from Australia were, respectively, £118,284 and £79,135. In the Defence discussion Australia's rapid construction of battleships interested Canadians and it was early understood that Mr. Foster, on behalf of the Borden Government, would press fiscal negotiations between the two Dominions. Mr. H. B. Ames (Cons.) in the Commons on Jan. 26th dealt with the Preferential situation as follows: "Canada has made an arrangement of that kind with New Zealand and with South Africa. She has offered concessions to the West Indies which they have not yet reciprocated. Australia, on her part, has reciprocal trade arrangements with South Africa, and with New Zealand, and she grants a preference on British goods going into that country, so that both Canada and Australia have established the precedent that they are prepared to make arrangements of this kind." Out of Australia's yearly total importation of about $300,000,000, only 1 1-3 per cent. came from Canada; out of her exportations of $360,000,000, only 1-19th part went to Canada!

It was understood at this time and so stated in Australia that Hon. F. G. Tudor, Minister of Customs, was, like his Canadian compatriot, a believer in closer trade relations; in July the Brisbane and

Sydney Chambers of Commerce declared in favour of the policy as did the influential Sydney *Morning Herald;* during the year a large increase in the Canadian export of motor-cars and automobiles to Australia took place; Sir George Reid, Australian High Commissioner in London, expressed himself during a Canadian visit as in favour of a trade arrangement and, in Toronto on Sept. 2nd, said: "Australia realizes the rapid advance of the Dominion and we are most anxious to promote closer trade relations between the two countries. All over the various States in the Commonwealth the same feeling exists. When Mr. Foster arrives in Australia he will receive an exceptionally warm welcome from the Government and people. Of course, there will be many difficulties to overcome before a satisfactory treaty can be drawn up. We must prepare one that can withstand the criticism of Parliaments, and also be satisfactory to the people of both countries, but I know that Australia will be willing to do anything that can be done to further the drawing up of such a compact." Similar views were expressed by Sir James Mills, Chairman of the Union Steamship Company, at Vancouver on Oct. 23rd: "Trade between Canada and Australia and New Zealand has been steadily increasing and the outlook for the future is brighter than ever before as mutual interests are being developed and extended. The people on the other side of the Pacific are more and more showing a preference to travel *via* the Vancouver and C.P.R. route."

Other Australian visitors of the year to Canada were Hon. R. E. O'Connor, of the High Court of Australia, who described the Commonwealth as enjoying the most prosperous year in its history; Dr. J. W. Barrett, of Melbourne University, who urged an interchange of Canadian, British and Australian Professors in the Universities; Hon. J. G. Jenkins of South Australia who described Canada's great advantage over Australia as being its proximity to Great Britain. A party of Vancouver High School Cadets visited the Commonwealth during the Summer and had a reception which was at first slightly cool but afterwards enthusiastic to a degree. Addressing them at Melbourne on Aug. 19th, Senator G. F. Pearce, Minister of Defence, said: "I desire you to feel that we in Australia are your kinsmen, bound together by a sentiment of brotherhood. As citizens of the Dominion of Canada you must remember that we desire the closest relationship with Canada and to stand shoulder to shoulder as brothers in the great British family." Internal politics, including difficulties between organized Labour and Socialism; the starting of a Transcontinental Railway from Port Augusta in South Australia to Kalgoordie in Western Australia; questions of immigration and the establishment of State industries such as woollen mills; the maternity grant scheme or "baby-bonus" of $25.00 to each needy mother; were some of the problems under discussion in Australia.

New Zealand was too much engrossed in its changes of Government, land tenure questions, arrangements for a Senate elected by proportional representation, Naval policy and Prohibition votes, to think of Canadian affairs. A contingent of its Cadets, however,

visited Canada and won high honours at the Toronto Exhibition. In South Africa the policy of Canada was adopted in voting a salary to the Leader of the Opposition in the Union Parliament. On July 5th Earl Grey unveiled the great Memorial to Cecil Rhodes on Table Mountain and in doing so brought the Union and the Dominion into personal touch. The publication of the Report of a Commission to inquire into Commercial and Industrial conditions—signed by Sir Thomas Cullinan (Chairman) and four out of the other six members —recommended "adequate protection" to agriculture and industries and swung South Africa into the general tariff discussions of the Empire. Local conditions of racial friction, culminating in the temporary retirement of General Botha, prevented, however, any close approximation of policy between the Union and other countries of the Empire. Canada had, practically, no relations with the Indian Empire during the year except an obvious interest in the visit of the King and Queen, in the splendid Reception accorded them, and in the brilliant success of their tour which were vividly put before the people in the Kinemacolour exhibits. Of this Royal visit and the Durbar T. H. Preston, ex-M.L.A., of Brantford, wrote a series of interesting letters in *The Globe* and other journals describing the gorgeous ceremonial and the extraordinary conditions surrounding this Empire event. Mr. Justice Martin of Victoria also witnessed the Durbar.

With Newfoundland there was naturally a close relationship. On June 3rd the Island and the Mainland of Canada were connected through a daily express service by train from St. John's to the opposite seacoast and thence by steamer to North Sydney. It was a year of exceptional progress and prosperity; the policy of the Morris Government was of a practical and beneficial character; the generous equipment of a Tuberculosis Sanitarium by the Reids of Railway fame evoked appreciation in Canada as well as locally; the question of Confederation remained dormant despite Canada's willingness to negotiate and the statement of Dr. W. T. Grenfell (Apl. 10th) that it would promote immense development in Newfoundland; the Hon. M. P. Cashim, Minister of Finance, had a surplus of $172,000 for 1910-11 and an estimated one of $175,000 for 1911-12; the Census of 1911 showed a population of 239,027 or an increase of ten per cent. in the decade. In trade matters Canada gained slightly on the United States and the total trade of the Island increased from $25,300,000 in 1911 to $28,500,000 in 1912. A local appointment of much interest to Canadians was that of P. T. McGrath, journalist and politician, to the Legislative Council.

Lord Strathcona's Work for Canada in Great Britain during 1912

The work of Canada's distinguished High Commissioner in London for the Dominion, and the Empire, continued and indeed increased during the year. The veteran statesman received his usual messages and greetings from Canadian leaders and the Canadian press at the first of the year and exhibited characteristic optimism in his contributions to certain annual press publications.

To President Joseph Gibson of the Ontario Prohibition Alliance he cabled, in response to a message of greeting from that body, as follows, on Feb. 14th: "The greatness of a nation rests largely upon the well-ordered homes of the people, and in no land is the word home more sacred than in Canada. The devotion in which it is held by all classes makes for the temperance which honourably distinguishes Canada among the countries of the world. Happily, your work to promote the great cause is more favourably regarded than that of similar bodies in older lands. It is a work well worthy of earnest endeavour, and I wish you every success." At this time, also, it was announced that Lord Strathcona had issued orders for the building of a large Lodge in connection with the Toubic River salmon fisheries in Quebec for the use of H.R.H. the Duke of Connaught during the coming season.

On Feb. 20th it was stated in London that the High Commissioner was suffering from influenza and that Sir Thomas Barlow was in attendance. Bordering as he was on 93 years of age, public anxiety was natural and the Dominion Premier and others cabled their wishes for early recovery. The trouble gradually passed away and on May 10th he was presiding at the 51st annual meeting of the British Home and Hospital for Incurables, Streatham. On May 27th, E. W. Villeneuve, Secretary of the Cartier Memorial Fund at Montreal received a letter from Lord Strathcona enclosing $2,500 as a tribute to "an intimate personal friend for whom I entertained the highest esteem." On June 4th, it was announced that the Albert Medal of the Royal Society of Arts for the current year had been awarded by the Council, with the approval of the President, H.R.H. the Duke of Connaught, to the Right Hon. Lord Strathcona and Mount Royal, G.C.M.G., G.C.V.O., "for his services in improving the railway communications, developing the resources, and promoting the commerce and industry of Canada and other parts of the British Empire." On Nov. 15th the Medal was officially presented by Lord Sanderson, G.C.B., who read a message from the Duke of Connaught expressing great satisfaction in having been able to select Lord Strathcona for the distinguished honour. During his term of office he had "special opportunities for realizing the great services the High Commissioner had rendered to the industrial and commercial progress of the Empire."

The Dominion Day banquet in London, on July 1st, was notable for a patriotic speech by the High Commissioner who, as usual, presided with a distinguished company on either hand and an eloquent address from Hon. G. E. Foster, Minister of Trade and Commerce, who paid high tribute to the Chairman. "He is not present as one of the framers of our constitution, but he is a man who, in the real building up of Canada as she exists to-day, has done as much and more in a Canadian, a national, and an Imperial sense, than any other subject of the King who to-day lives under the British flag." Other speakers were Hon. A. E. Kemp, Sir Wm. Mulock and Dr. G. R. Parkin of Canada, Sir Edmund Morris of Newfoundland, Sir George Reid of Australia. In his own speech Lord Strathcona referred to the progress and prosperity of Canada, the appointment of the Duke of

Connaught, his still buoyant hope for a 4½ days' service to Montreal, the value of the Imperial Commission on Trade. "What we want in order to promote the solidarity of the Empire and the common interests of its people is a better knowledge of its component parts, and of their resources and potentialities, and I believe this Commission will do a great work in supplying this need."

In July the High Commissioner took the lead in a movement to hold an Imperial Exhibition at London in 1915 and a large and influential Committee was organized of which he accepted the Chairmanship and to the guarantee fund of which he contributed $25,000. The Committee included the Duke of Marlborough, the Earls of Derby, Selborne, Plymouth and Carrick, Lords Desborough, Avebury and Furness, Sir Gilbert Parker and many more. The proposal was not to spend money on buildings but on obtaining a representative display of the Empire's resources. On July 18 the veteran statesman was presiding at a gathering of the Congress of Universities of the Empire and, at the Canada Club banquet to Mr. Borden and his colleagues on Aug. 1st Lord Strathcona also presided. Of him the Canadian Premier said in his speech: "No man in the Empire is a greater Imperial figure or has been closer associated with the growth and development of Canada than Lord Strathcona." In the August 5th issue of *Country Life* the High Commissioner had a review of the Canada which he first knew 75 years before and the Canada of the present time. He concluded as follows:

> To go through that Western land to-day is, indeed, to be lost in amazement at the change of the past few decades and to gain new hope for the future. May many more Englishmen and leading Englishmen go there to see the work of civilization for themselves and find how to take their part in it. But great as have been the advances of the past, they are as nothing to the improvements which some of those now living will see in the next seventy years. What the United Kingdom is to-day in population, wealth and power Canada will be before the close of the present century. The vast lone prairies with their myriads of buffalo, Indians, the hunter and trapper, the Red River cart—they have passed, and in their place we see thriving homesteads and busy cities, and in them we have promise of a far greater future. We who are of Canada have higher aims than to be a mere Dominion. Our Dominion will yet be the pivot of the British Empire, and it is our hope and prayer that it may be an Empire which will ensure peace and liberty throughout the world.

During 1912 much progress was made in a matter which greatly interested Lord Strathcona—the continued distribution to Canadian Cities, Colleges, Schools, etc., of Shields made out of copper plates taken from Nelson's old flagships, the *Victory* and *Bellerophon*. The matter was handled by the British and Foreign Sailor's Society at Lord Strathcona's expense and the distribution arranged by Rev. Alfred Hall, M.A., who in August and September of this year presented the Shields to a large number of institutions in the Maritime Provinces, including St. John, Fredericton, Moncton. Newcastle, Mount Allison University, and two other Universities, Charlottetown, Halifax and other centres. He had previously visited Toronto, Winnipeg, Regina and other places.

The year was also marked by the usual number of contributions by Lord Strathcona to public, benevolent, or Imperial interests. Many were never announced or heard of in the press; a few of those which became known may be mentioned. They included a gift of $25,000 to the fund of $400,000 being raised to provide new buildings for Knox College, Toronto; a cheque for $10,000 toward the funds of the Montreal School for the Blind; a gift of $1,500 toward the Building Fund of St. Bee's Church, Westville, N.S.; $5,000 to help the Fund of $500,000 being raised for the extension and development of the London School of Tropical Medicine; $4,000 to the Berlin (Ont.) Y.W.C.A.; $25,000 to the projected University of Calgary; $25,000 towards the new Municipal Hospital of Edmonton; $125,000 to the King Edward Memorial Fund for Consumptives, Toronto.

Canada and the Judicial Committee Decisions in 1912

There has been a tendency in part of the Canadian press in recent years to attack or severely criticize the Judicial Committee of the Imperial Privy Council whenever its decisions, as the final Court of Appeal in an important range of Canadian questions, happened to conflict with popular feeling—perhaps local, perhaps Provincial, perhaps of wider scope. During 1912 the Committee consisted of certain Official members who included the Lord Chancellor, the Lord President, and any former still living Lords President, of the Privy Council; the British Lords of Appeal-in-Ordinary —Lords Macnaghten, Atkinson, Shaw and Robson; and certain other Members of the Privy Council, qualified under special Statutes and including the Earl of Halsbury, Viscount Haldane, Lord Ashbourne, Lord Gorell and Lord Mersey. Taken together these were the most eminent Judicial minds of Great Britain. With them were the following Colonial Members of the Privy Council—all distinguished Judges:

Union of South Africa	Lord de Villiers, G.C.M.G.
Commonwealth of Australia	Sir Samuel J. Way, Bart.
Commonwealth of Australia	Sir Edmund Barton, G.C.M.G.
Commonwealth of Australia	Sir Samuel W. Griffith, G.C.M.G.
Empire of India	Right Hon. Sir John Edge.
Empire of India	Right Hon. Syed Amir Ali, C.I.E.
Dominion of Canada	Sir Charles Fitzpatrick, G.C.M.G.

Three of these Judges formed a quorum and the Colonial Members did not attend very frequently. Technically, and constitutionally, these Appeals were taken to the King and His Majesty was advised by the Judicial Committee of his Privy Council to do so and so, or not to do it; practically the Committee was an Imperial Court of Appeal in Civil cases which varied in character and scope in the different countries of the Empire. In this connection, it may be added, Lord Haldane proposed some legislation toward the close of the year looking to the improvement in certain details of the work of the Committee and about his proposals the Canadian Associated Press —a Canadian Government subsidized News Agency—sent on Sept. 3rd a curious despatch stating that there was underway a second attempt to strengthen the Judicial Committee of the Privy Council

"whose decisions in the past have been far from satisfactory in the Colonies. Reports that Lord Chancellor Haldane proposes to add the name of Chief Justice Fitzpatrick to the active body are purely imaginary. The *personnel* of the Committee will apparently remain the same as hitherto."!

On Jan. 16th the City of Montreal lost an appeal from the decision of the Supreme Court of Canada regarding the question of whether certain through traffic upon the Montreal Street Railway was subject to the authority of the Parliament of Canada and the Board of Railway Commissioners under the B.N.A. Act. The decision apparently gave the Railway Commission jurisdiction over Provincial railways physically connected with Dominion Chartered lines. On Feb. 21st the long-standing and vexed issue between the Winnipeg Electric Street Railway and the City of Winnipeg was decided in an elaborate judgment read by Lord Shaw. It was against the claims of the City and with all costs to be paid by Winnipeg. Briefly summarized the decisions of the Manitoba Courts thus reversed were as follows: (1) That the Company has no right or title to erect poles or wires on the city's streets for the transmission of electric current for any other purpose than Street-car operation; (2) That the Company must remove from the city's streets all poles and wires for the transmission of electric current for any other purpose than Street car operation; (3) That the bringing of electric current from the Company's plant at Lac du Bonnet does not invalidate the Company's franchise, as the current so brought in is like fuel brought in for use in the Company's steam plant; the transforming of the electrical energy so brought in being the development within the city of the power used for Street-car operation. The first two points were appealed by the Company; the last one by the City. Much was said during the year in political, Parliamentary and other circles as to the decision of the Committee on Nov. 2nd, 1911, regarding an intricate case connected with the provisions of the Grand Trunk Pacific Act of 1904 and involving payment by the Government to the Company of $10,080,000—Paragraph 5 of Schedule to Chap. 24. The clause of the Act and the judgment of the Committee were as follows:

Clause 5.—Notwithstanding anything the said contract contained the Government may and shall, preserving always the proportions in the said contract provided, as between the "Prairie" and "Mountain" sections of the Western division, implement for the purposes and subject otherwise to the provisions of the said contract its guarantee of the bonds of the said Company to be issued for the cost of construction of the said Western division in such manner as may be agreed upon so as to make the proceeds of the said bonds, so to be guaranteed, a sum equal to seventy-five per-centum of the cost of construction of the Western division ascertained as provided in the said contract, but not exceeding in respect of the Prairie section thirteen thousand dollars per mile.

Judgment.—Held, that the liability of the Government under this Agreement was not a secondary liability as guarantors only, the primary liability falling on the Company, but that the Government were liable to make the bonds of the first issue up to their nominal value without recourse over against the Company.

On May 16th, 1912, perhaps the most important case ever taken by Canada to the Judicial Committee was dealt with. Stripped of legal verbiage the question was whether, under the Canadian Constitution, the Governor-General-in-Council had power to frame and refer to the Supreme Court questions as to the constitutional powers of the Provinces, as to the effect of Provincial statutes, and as to the interests of individuals who might be represented upon such reference; and to require the Supreme Court to answer such questions. The Judges of the Supreme Court had held that there was jurisdiction to hear the reference. Hence the appeal. The appellants, who were the Attorneys-General for the respective Provinces of Ontario, Quebec, Nova Scotia, New Brunswick, Manitoba, Prince Edward Island, and Alberta, contended before the Supreme Court and then before the Privy Council that the Governor-General-in-Council had no such power and that the reference, in question, having been made without the consent and against the protest of the Provinces concerned, could not be entertained by the Supreme Court. The issue depended upon the construction of the provisions of the British North America Act, 1867, and of the Supreme Court Act (R.S.C.), 1906, c. 139. The Appeal was heard before the Lord Chancellor and Lords Macnaghten, Atkinson, Shaw and Robson. Sir Robert Finlay, K.C., Wallace Nesbitt, K.C., Aimé Geoffrion, K.C., and Geoffrey Lawrence appeared in support of the Appeal; E. L. Newcombe, K.C., and A. W. Atwater, K.C., for the Respondent. The King was advised to dismiss the Appeal and, in his address, the Lord Chancellor frankly stated the full self-governing powers of the Canadian Dominion:

> What, in substance, Their Lordships are asked to do is to say that the Canadian Parliament ought not to pass laws like this because it may be embarrassing and onerous to a Court, and to declare this law invalid because it ought not to have been passed. Their Lordships would be departing from their legitimate province if they entertained the arguments of appellants. They would really be pronouncing upon the policy of the Canadian Parliament, which is exclusively the business of the Canadian people and no concern of this Board. It is sufficient to point out the mischief and inconvenience which might arise from any indiscriminate, injurious use of the Act, and leave it to the consideration of those who alone are lawfully and constitutionally entitled to decide upon such a matter.

The Vancouver Trades and Labour Council on May 20th, were advised that the Judicial Committee had decided in their favour in a case under which they claimed that Foreign relatives of workmen in British Columbia could benefit by the terms of the Provincial Workmen's Compensation Act. In another case, decided on May 17th and heard by Lords Macnaghten, Atkinson, Shaw and Robson and the Lord Chancellor, the complicated issue between the Dominion Textile Co. of Montreal and certain minority shareholders of the Dominion Cotton Co. was decided in the former's favour. It was held that to prevail against their fellow-shareholders a dissenting minority must show that the action to which objection was taken is *ultra vires,* or beyond the powers given to the Company by the law, or that in using

its powers the majority had deprived the minority of its rights. A century-old difference between the Indian Chiefs of Oka, in Quebec, and the Seminary of St. Sulpice, as to the ownership of certain lands, was decided on July 19 in favour of the Seminary and as a result of the Dominion Government's request for a legal settlement of the controversy. On July 25th, the Committee over-ruled the judgment of the Canadian Supreme Court in the case of the Province of Alberta *vs.* the Alberta Railway and Irrigation Co. The action was concerned with two typical cases of land at a crossing originally vested in the Crown for a single purpose, which came to be used for two purposes, to some extent antagonistic, both touching closely the public interest and both perpetual—(1) the convenience of wayfarers, (2) the improving of the country by irrigation. The first was declared to be still the primary and paramount purpose. Incidentally this decision compelled the C.P.R. to build bridges over Irrigation canals in Alberta and saved the Provincial Government large expenditures.

In the case of the Toronto and Niagara Power Co. *vs.* the Town of North Toronto, the Committee delivered judgment on July 24th through the Lord Chancellor—Lords Macnaghten, Dunedin, Atkinson and Sir Charles Fitzpatrick being also present. The question raised by this Appeal was whether the appellants might enter upon the streets of the Town of North Toronto for the purpose of erecting poles to carry Power lines for the conveyance of electricity. Chancellor Boyd of Ontario had decided that they had such right subject to compliance with certain conditions. The Court of Appeal of Ontario reversed his judgment, holding that the appellants had no such right unless they had first obtained the leave and license of the respondents. The Judicial Committee differed from this latter decision and declared, incidentally, that "a Court of Justice is not entitled to speculate as to which of two conflicting policies was intended to prevail but must confine itself to construction of the language of the relevant Statutes read as a whole."

> The Act of Incorporation appears to Their Lordships to give to the appellants, unless the powers which it *prima facie* confers are restricted by the Railway Act, very large powers which entitle the appellants to succeed in the present action. If it can be taken by itself, Their Lordships are of opinion that the Act shows that the Parliament of Canada treated the Company, the works of which were expressly declared to be for the general advantage of Canada and so were brought within Section 91 of the British North America Act, as proper to be entrusted with freedom to interfere with municipal and private rights. . . . Turning to the general Railway Act of 1906 in order to see what light its language throws on the question and whether the powers, originally conferred in 1902 by the Act of Incorporation still stand unrestricted, the first observation to be made is that the draughtsman has used language which expresses an intention to save all such powers.

An interesting decision was made public on Aug. 8th in a case where the Canada Company appealed against the Ontario Courts. It was a test case to determine, as between the Canada Company and the purchasers from the Company, what rights were reserved under the form of conveyance adopted by the Company in disposing of lands in

the southwestern Ontario oil region. The conveyance contained this provision: "Excepting and reserving the said Company, their successors and assigns, all mines and quarries of metals and minerals, and all springs of oil in or under the said land, whether already discovered or not, with liberty of ingress, egress and regress to and for the said Company." Natural gas was subsequently found on some of the properties and the Company sought to claim it under the terms of conveyance. The Ontario Courts were, therefore, upheld and Natural gas declared to be not a mineral. In the Chilliwack case the British Columbia Municipality was defendant against a widow named McKenzie who, on behalf of herself and her two children, asked for compensation for the death of her husband who had been burned in a local gaol at Chilliwack. The Provincial Supreme Court had dismissed the action and this judgment was confirmed on Nov. 15th by the Committee upon the ground that there was no evidence of neglect on the part of the Municipality.

A decision which is dealt with elsewhere, in its connection with the details of an important public question, must be referred to here in a passing way. On July 29th the Judicial Committee, through the Lord Chancellor (Lord Haldane) delivered judgment in the famous stated case submitted by the Government of Canada to the Supreme Court and thence to the Judicial Committee as to the Marriage question, and the *Ne Temere* Decree. In summarized form it may be said that this judgment, in a matter touching the roots of political, social and religious life in Canada, confirmed the decision given by the four Judges of the Supreme Court of Canada declaring the Lancaster Marriage Bill to be *ultra vires*. Their Lordships expressed the opinion that Provincial Legislatures, in legislating on the solemnization of marriage within the Provinces, could impose conditions affecting the validity of the contract:

> Notwithstanding the able argument addressed to them, Their Lordships arrived at the conclusion that the jurisdiction of the Dominion Parliament does not on a true construction of Sections 91 and 92 of the British North America Act cover the whole field of validity of marriage. They considered that the provision in Section 92 conferring on Provincial Legislatures exclusive power to make laws relating to the solemnization of marriage in the Provinces, operates by way of exception to the powers conferred as regards marriage by Section 91, and enables the Provincial Legislature to enact conditions as to solemnization, which may affect the validity of the contract.

There were other cases during the year, but these were the chief ones and they seemed to evoke a substantial body of public opinion for and against a limitation of Appeals to the Judicial Committee. There was a distinct tendency amongst certain Liberal papers —notably and chiefly the Toronto *Globe*, the Toronto *Star* and the Winnipeg *Free Press*—to advocate immediate restriction or abrogation of the right of appeal. The Conservative press, where it dealt with the subject at all, was strongly opposed to this policy as "severing one more link of Empire." The *Globe* (Feb. 27th) demanded that the situation be faced and settled: "As it stands now it is full

of danger not only to justice as between litigants, but also to good feeling as between Canada and Britain. The opinion is gaining strength that justice is not served by appealing questions of Canadian law touching property and civil rights to an Imperial Court whose interpretations of statutes are affected by circumstances and situations quite out of touch with Canadian conditions."

On Sept. 26th, however, it referred to the valuable exercise of the Judicial Committee's power in fixing the first lines of demarcation between Federal and Provincial jurisdictions. Perhaps the best thing to do would be the abolition of appeals "involving only property and civil rights" and the maintenance of those involving "the interpretation of our Federal Constitution." The Winnipeg organ resented keenly the decision in the local Street Railway case and criticized Sir R. B. Finlay, the eminent British Counsel, for an alleged surrender of certain argumentative points in favour of the City. It declared on July 31 that the long list of decisions on cases between Canadian municipalities and public service corporations had created a strong feeling in this country that "the carrying of any such litigation across the Atlantic for settlement by the highest tribunal of the Empire means that the municipality concerned will get the worst of it."

This was the chief point of criticism—the protection of vested rights against popular bodies and alleged popular wishes. The fact that the Judicial Committee had simply to construe Statutes and that the original making of those Statutes lay with popular bodies was not discussed. The Toronto *Star* emphasized the point of local grievances (Feb. 28): "The maiming of civic self-government in Toronto and Winnipeg; the releasing of the Mackenzie interests from practically all the obligations which bargains imposed on them; the awarding of millions in cash to the Grand Trunk Pacific—these three cases are all of a sort. Although we make our own laws, we shall not have self-government until we administer them." This opinion was more forcibly expressed on Aug. 9th: "The only course is to make our self-government a real instead of a sham thing, by abolishing all appeals to a trans-Atlantic Court." The Montreal *Herald* took a somewhat similar view. These were all prominent Liberal papers; the chief Conservative support in this line of attack came from the always independent Ottawa *Journal,* late in February: "We confess that these cases, coming within a couple of years, shake our idea of the desirability of the option of going to the Privy Council."

On the other hand were leading lawyers, public men and Conservative newspapers. Hon. Wallace Nesbitt, K.C. (Mch. 18th), deprecated, in a Toronto speech the attacks made from time to time upon the Privy Council because it rendered decisions that were not popular with the public. "The Privy Council is the only safeguard Canada has against vicious legislation." The Winnipeg *Telegram* claimed (Feb. 11th) that these attacks were inspired by either local prejudices or political feeling and in the latter connection pointed out that the obvious reason in the Grand Trunk Pacific case was politics with the further statement that Mr. Barker (Cons.) had warned the late

Government in the Commons as to the danger of the Clause dealt with by the Judicial Committee. Mr. A. C. Galt, in the Winnipeg *Free Press* of Feb. 26th, quoted various cases in which the Judicial Committee had decided against Corporations and in doing so over-ruled Canadian Courts. He referred to the legal and general aspect of the matter as follows:

> The Law Lords who sit in the Privy Council are the result of a selection of the fittest from all the legal luminaries of Great Britain and Ireland. They are experts who have devoted their lives to the conduct and decision of legal cases. In this respect they have a great advantage over any of our lawyers and Judges, all of whom have had to spend a very great proportion of their time, when at the bar, in all sorts of solicitor and conveyancing work as distinguished from counsel work. . . . Then, again, do you not think that it is of some value to Canadian suitors to have a tribunal, the members of which are wholly unbiased towards any of the litigants before them? They know little of our politics or of the local storms which occasionally arise in our Provinces and they care less.

The Vancouver *Province* (Apl. 26th) strongly criticized the criticisms and pointed to the influence abroad of this august body, to which natives in parts of India actually offered up sacrifices as to a god: "Its decisions have evoked the admiration of Foreign jurists as the nearest human approach to inflexible and impartial justice. . . . It was the Privy Council that established the independence of the Provinces and of their Executives. It was the same authority that settled the controversies as to the Liquor laws, and as to which Government, Federal or Provincial, had the title to gold and silver. Nor must the influence of the Judicial Committee in keeping the Courts of the Dominion up to the mark be lost sight of. The power of appeal to a very strong tribunal has caused them to take increasing trouble over the reasons for their decisions." The *Financial Post* of Toronto was inclined to think the agitation a part of the Socialistic movement of the Continent against all vested rights and capital and against the British ideals of established law and order in favour of looser American principles. The *Edmonton Journal* (Sept. 30th) took strong ground and along lines somewhat similar to those taken by R. B. Bennett, K.C., M.P., of Calgary, upon several public occasions:

> To do away with the appeals to this body as many Canadian newspapers have been urging, would be to weaken the Imperial connection to a very serious extent. The absolute supremacy and impartiality of the law is what more than anything else distinguishes British justice from other countries and the guarantee of this which such a Court of Appeal for the Empire affords cannot have its importance overestimated. Those who talk of abolishing this right of appeal because in some cases the Judicial Committee has found against Canadian municipalities, are striking at the very foundation of our form of government. It is not the business of Courts to rid public bodies of the consequences of their mistakes as some people would apparently have us believe. They exist to enforce the law as it stands and it is because this body at the heart of the Empire is less likely to be disturbed by popular clamour and to dispense simple justice, than some of our own Courts under certain circumstances, that it has such value.

The Congress of Chambers of Commerce of the Empire

In the historic Guildhall, London, there assembled on June 11, 1912, the eighth Congress illustrative of the trade interests of the British Empire with 300 Delegates appointed, representing 130 organizations. The United Kingdom was represented by Delegates from its most important towns; Australia and New Zealand, Canada and Newfoundland, South Africa and British East Africa had many representatives; India, Ceylon, Hong-Kong, the Federated Malay States, Aden and Gibraltar and British Chambers of Commerce in various Foreign centres had Delegates in attendance. The list of Canadian appointed Delegates—nearly all of whom were present—was as follows:

Ontario Associated Boards—W. J. Gage, Noel Marshall, F. G. Morley.
Belleville—Lieut.-Colonel W. N. Ponton, K.C., John W. Johnson, M.L.A.
Berlin—Edward Smyth.
Brantford—W. B. Preston, W. F. Cockshutt, M.P.
Brockville—T. J. Storey, A. C. Hardy.
Calgary—T. J. S. Skinner.
Clinton—R. D. Noble, Thomas Jackson, Junr.
Fredericton—C. C. Jones, D.C.L., Arthur R. Slipp, K.C., M.L.A.
Ingersoll—A. H. Ellis.
Listowel—J. W. Scott.
Montreal—Robert W. Reford, Huntley R. Drummond, Hugh A. Allan, W. M. Botsford, George Hadrill. (Chambre de Commerce) Lieut.-Colonel F. Samuel Mackay.
Regina—T. W. Sheffield.
New Westminster—L. B. Lusby, T. S. Annandale.
Ottawa—W. Y. Soper, Angus W. Fraser.
Rossland—A. J. MacMillan.
St. Catharines—D. M. Muir, James D. Chaplin.
St. Thomas—W. A. Midland, M. Rawlinson.
Simcoe—E. Edmonds.
Toronto—W. P. Gundy, W. F. Cockshutt, M.P., J. C. Douglas, F. G. Morley, Edmund Bristol, K.C., M.P., J. D. Ivey.
Toronto (Canadian Manufacturers' Association)—Geo. E. Drummond, H. J. Waddie, T. J. Storey, John Ransford, Harrison Watson.
Vancouver—A. G. McCandless, Charles Woodward.
Vancouver (South)—William Wall.
Victoria—G. H. Barnard, M.P., James Forman.
Winnipeg—Charles N. Bell.
Woodstock—Lieut.-Colonel John White, George B. Woods.
Canadian Section, London Chamber of Commerce—Ben H. Morgan, W. M. Botsford, Frank Debenham.

Mr. J. G. Colmer, C.M.G., represented the British Imperial Council of Commerce—which had control of the local arrangements and organization—on the Executive Committee of the Congress. The opening speech was by Mr. H. H. Asquith, Prime Minister, who in brief words welcomed the Empire's representatives and expressed his belief that in business lay the foundations of loyalty, unity, and strength; emphasized the growth of inter-Empire commerce, and said that in his opinion, "the conclusions at which you will arrive must have the greatest weight with those who are called upon to guide the destinies of the various parts of the Empire." Lord Desborough, K.C.V.O., presided and declared in his address that "it is becoming

daily more apparent that if the Empire is to live, if we are to be able to hand it down as we have received it to those who come after us, the Empire must be consolidated in commerce as well as in defence." A message of loyalty was sent to the King and duly acknowledged and then the business of the gathering was dealt with.

There was an immense mass of 66 Resolutions—29 from Canada—to consider and many of these had to be concentrated in a compromise or combination. Belleville, Ont., alone presented nine dealing with Commerce, Education, the assimilation of Mercantile Laws, Defence, West Indian Reciprocity, Parcel Post, Naturalization of Aliens, promotion of Peace, etc. Toronto wanted an All-Red Cable and an Empire-wide Naturalization law; Vancouver, Belleville and Montreal had varied ideas on the subject of Defence. Some of the best known of the Delegates at the Congress were Sir S. B. Boulton, G. Palliser Martin, Stanley Machin, F. Faithfull-Begg, Sir Algernon Firth, Sir Albert Spicer, M.P., Lord Joicey, Charles Carleton, James Cormack, S. W. Royce, Lord Mayor of Manchester, E. H. Langdon and Ebenezer Parkes, M.P., of Great Britain; Sir John Cockburn, Hon. J. G. Jenkins, Hon. George Swinburne, J. M. Paxton and W. N. Hedges of Australia; Sir Alex. McRobert, Sir Ernest Cable and Hon. W. L. Graham of India; W. F. Cockshutt, Lieut.-Col. F. S. MacKay, Col. W. N. Ponton, K.C., A. W. Fraser, K.C., J. W. Johnson, T. J. Storey, A. G. McCandless, G. H. Barnard, M.P., and W. P. Gundy of Canada. Amongst the Resolutions passed were the following:

1. In favour of establishing by International agreement a fixed date for Easter and a fixed International Calendar.

2. In support of an All-British Cable service connecting the countries of the British Empire in a cheap, reliable way.

3. A Declaration of the desirability of an All-Red mail and cable route between Canada, Australia and New Zealand with cable terminals entirely on British territory.

4. A re-affirmation of opinion "in favour of Preferential trade within the British Empire" and of the pledge "to press upon the various Governments concerned, the desirability of taking action to give effect to this principle."

5. In favour of full reciprocity of trade and, if possible, close political union between the British West India Islands, Newfoundland and the Dominion of Canada—(1) as a step toward Imperial Federation and (2) because of the early completion of the Panama Canal.

6. Welcoming the decision of the 1911 Imperial Conference asking the Governments concerned to consider and endeavour to deal with the enforcement in one part of the Empire of Arbitration awards and judgments and orders of Court in other parts of the Empire.

7. Stating that for "the preservation of the integrity of the British Empire and, in the interests of peace, it is desirable that all parts of the Empire co-operate towards Imperial defence, and that the respective Governments be urged, through the Chambers of Commerce, to adopt a practical scheme of co-operation at an early date."

8. Asserting that "in view of the adverse opinions expressed concerning the Declaration of London by many competent authorities and the regret and disappointment felt by this Congress in respect of the provisions under which food supplies borne in neutral vessels to any port in Great Britain would be exposed to capture or deliberate destruction, and by which the principle of the destruction of neutral prizes is admitted,

together with the absence of any provision prohibiting the conversion of merchantment into commerce-destroyers on the high seas, this Congress earnestly hopes that British statesmanship and diplomacy may yet succeed in obtaining such modifications in the terms of the Declaration as will render it more generally acceptable, and bring it more into conformity with the principles which have hitherto governed the practice of Great Britain in time of war."

9. Declaring that "in order to promote the safety of the Empire and the moral and physical welfare of the population it is necessary that the youth of the Empire should universally undergo such a course of training in discipline and arms as, without undue interference with industrial employment, will fit them to take their part as citizens for purposes of the Empire's Defence."

10. Stating that "it is desirable that Chambers of Commerce throughout the Empire, should lend their assistance in encouraging the flow of British emigration and British capital to British Possessions."

11. Declaring that in view of "the growing tendency to misrepresent and mis-describe the nature, origin, quantity, quality and value of all kinds of goods offered for sale" the Governments of the Empire be urged to enforce and strengthen local laws as to false marking; declaring, also, in favour of uniform labelling of food-stuffs and drugs throughout the Empire.

12. Supporting the adoption and registration of an Empire trade-mark.

13. Favouring the assimilation, systematization and, where possible, codification of the mercantile laws of the Empire.

14. Urging the adoption of a uniform Empire Company law.

15. Asking the British Imperial Chamber of Commerce to take steps to bring the question of "a uniform system of weights, measures and currency" before the Imperial Trade Commission.

16. Urging the desirability of forming Boards of Conciliation and Arbitration to settle Labour disputes and making it a penal offence to organize a strike or lock-out until the matter had been inquired into and reported upon by such a Board.

17. Asking the next Imperial Conference to consider the establishment of some common principle for the imposition of Income taxes in British countries so as to avoid duplication.

18. Deprecating the taxation of Commercial Travellers within the Empire and the occasional refusal to recognize incorporating laws of other British territories or countries.

19. Urging the adoption of a general law dealing with the sea-carriage of goods and preventing ocean-carriers from contracting themselves out of liability for loss or damage.

20. Urging legislation to make Bills of Lading show clearly when and where freight had been paid.

21. Favouring the formation of an Association of British Commercial Employees throughout the World.

22. Declaring that state prisoners should be "employed only upon tasks which possess a distinctly penal character" and not in work competitive with free labour; favouring uniform merchant shipping laws; approving the principle of the British Daylight Saving Bill.

23. Urging the establishment of the "lowest possible and mutually uniform rates of parcel postage" within the Empire—especially in application to magazines, periodicals, etc.

24. Declaring it essential that definite practical steps should be taken to permanently unite the British Empire for consultation, commerce and defence.

The chief debate was, as usual in these gatherings, upon the fiscal question. In moving the Resolution, W. F. Cockshutt, M.P., of Canada made a characteristically eloquent speech—forcible also as coming

from one of the pioneers of the Preference movement. George E. Drummond of Montreal, in seconding the motion, tried to indicate the value and greatness of the Canadian market for Great Britain when the Dominion had grown to fifty millions of a population. Mr. Parkes, M.P., declared the Chamberlain policy to be making much progress in Great Britain; S. W. Royse and Sir Albert Spicer took the strong Free-trade view-point to which F. B. Steibel of Nottingham and Lieut.-Colonel W. N. Ponton of Canada replied. The latter made what *The Standard* described as "the outstanding speech of the session." He declared that "war was once a business; now business is a war" and that "the British Empire is not a theory; it is a living organism." Canada was described as "the half-way house between the white cliffs of Albion and the mysteries of the Orient."

The vote by Chambers stood 87 for and 7 against the Resolution, with 33 neutral or not voting. The speeches and voting on the Defence Resolution were all one way—the motion being proposed in stirring addresses by A. G. McCandless of Vancouver and G. H. Barnard of Victoria. The social side of the Congress was interesting with the usual overflowing British hospitality displayed. Amongst the incidents was a Garden Party at Taplow Court given by Lord and Lady Desborough; the Reception of the Delegates by the King and Queen at Buckingham Palace; a Garden Party given by the Government at the Board of Trade with Earl Beauchamp and Mr. Sydney Buxton as hosts; a Banquet at the Hotel Cecil and an entertainment of "Faust" at the London Opera House with a Supper afterwards at the Waldorf Hotel as the guests of Sir Algernon Firth, Bart. Toronto was selected for the 9th Congress in 1915.

Empire Educational Meetings in London

The Congress of Empire Universities—the second of its kind—was held at the University of London on July 2-5 under the auspices of a British Committee representing 18 Universities of the United Kingdom. The 1st Conference (July, 1903) had been brief with two simple Resolutions passed and only moderate success achieved. The second one was a large, representative, and brilliant affair. Fifty-one Universities arranged representation and of these 19 were Canadian, 18 British, 5 Australian, 5 Indian, 1 New Zealand and one each in Hong-Kong, Malta and South Africa. From Montreal to Sydney, from Cambridge to Calcutta, from St. Andrews to Saskatchewan, from Dublin to the Cape, from Edinburgh to Winnipeg, from Allahabad to Adelaide, from Aberdeen to Toronto, Delegates were in attendance at a gathering of which H.R.H. Prince Arthur of Connaught, in welcoming the members to London, said: "I am confronted with a sort of quintessence of the wisdom of the ages and the brain-power of to-day." Of the individual Universities outside of Canada, those of Madras, Allahabad, Calcutta, Punjab and Bombay in India; Tasmania, Western Australia, Adelaide, Queensland, Sydney, Melbourne, New Zealand in Australasia; Hong Kong and the Cape of Good Hope; were represented. Some of the distinguished Delegates in this connection were the Bishop of Bath and Wells, formerly of Adelaide;

Prof. T. P. Stuart-Anderson from Sydney; Bishop Montgomery, formerly of Tasmania; Sir Newton J. Moore of Western Australia; Hon. R. Philp, M.L.A., and Sir Thomas B. Robinson of Queensland. There were also several Hindu Delegates. The Canadian representatives were as follows:

University.	Place.	Delegate.
Manitoba	Winnipeg	Prof. Frank Allen, M.A., Ph.D.
Manitoba	Winnipeg	A. M. Bothwell.
Manitoba	Winnipeg	Rev. J. F. Cross.
Manitoba	Winnipeg	W. J. Rose, B.A.
Acadia	Wolfville, N.B.	Prof. R. C. Archibald, M.A., Ph.D.
Queen's	Kingston	Prof. James Cappon, M.A.
Queen's	Kingston	Prof. John Watson, M.A., LL.D.
Laval	Montreal	Ernest Marceau.
Laval	Montreal	Mgr. C. P. Choquette, D.D.
Laval	Quebec	Prof. C. N. Gariepy, D.D.
McGill	Montreal	Prof. John Cox, M.A., LL.D.
McGill	Montreal	Miss Ethel Hurlbatt, M.A.
McGill	Montreal	W. Peterson, C.M.G., M.A., LL.D.
McGill	Montreal	Prof. J. Bousall Porter, Ph.D.
Alberta	Edmonton	Prof. Barker Fairley, M.A., Ph.D.
Alberta	Edmonton	Hon. A. C. Rutherford, M.A., LL.D.
Alberta	Edmonton	H. M. Tory, M.A., D.Sc., LL.D.
Toronto	Toronto	Dr. R. A. Falconer, C.M.G.
Toronto	Toronto	W. Pakenham, B.A.
Toronto	Toronto	Prof. R. Ramsay Wright, LL.D.
Toronto	Toronto	Prof. J. C. Robertson, M.A.
Toronto	Toronto	Prof. A. H. Young, M.A.
Mount Allison	Sackville	Prof. S. W. Hunton, M.A.
New Brunswick	Fredericton	Prof. C. C. Jones, Ph.D., LL.D.
Saskatchewan	Saskatoon	Prof. L. A. McKay, M.A., Ph.D.
Saskatchewan	Saskatoon	Prof. W. J. Rutherford.
Saskatchewan	Saskatoon	Prof. W. G. Sullivan, M.A.
Western	London	Hon. R. M. Meredith.
Dalhousie	Halifax	Prof. D. A. Murray, Ph.D.
Bishop's	Lennoxville	Rev. R. A. Parrock, LL.D., D.C.L.
King's	Windsor	Rev. T. W. Powell, M.A.
Ottawa	Ottawa	Rev. A. B. Roy, O.M.I.
McMaster	Toronto	Prof. R. Wilson Smith, Ph.D.
St. Francois-Xavier	Antigonish	Rev. J. J. Tompkins, M.A.
British Columbia	Vancouver	Hon. H. E. Young, LL.D., M.L.A.

The Congress was opened on July 2nd by the Earl of Rosebery and Midlothian as Chancellor of the Universities of London and Glasgow and Lord Rector of St. Andrews and addresses were given upon specific subjects of University importance by Sir Alfred Hopkinson, Victoria University of Manchester, and Principal Peterson, C.M.G., of McGill, Montreal. On the following morning, Earl Curzon of Kedleston, Chancellor of Oxford, presided and in his speech differentiated the kind of instruction given at the older Universities from the more practical and equally necessary kind given in the newer and younger institutions. Oxford and Cambridge were, primarily, for the parent who desired for his son "breadth of mind and humanizing of character." They were also now developing the groundwork of instruction in engineering, forestry, agriculture, economics, etc. Other speakers were Prof. A. Smithells of the University of Leeds, Sir Isambard Owen of the University of Bristol, and Stanley Leathes, C.B., First Civil Service Commissioner. Dr. J. W. Barrett of the University of Melbourne dealt with the interchange of Teachers.

In the afternoon, Mr. A. J. Balfour, M.P., as Chancellor of the University of Edinburgh, presided and Sir F. D. Lugard, Chancellor, spoke for the new University of Hong-Kong; Dr. J. C. R. Ewing of Punjab University in connection with higher education in India—

as to which Hon. Devaprasad Sarvadhikary of Calcutta claimed that patience was necessary. "We have in India a theology 19,000 years old; England one of 1,900 years." E. B. Sargant, Sir Theodore Morison and Sir Thomas Raleigh also spoke of Indian conditions. The morning Session of July 14th was presided over by Lord Rayleigh, O.M., Chancellor of Cambridge, and addresses of a technical nature were delivered by P. E. Matheson, H. A. Roberts and Miss M. G. Spencer. In the afternoon Viscount Haldane, Chancellor of the University of Bristol, was in the Chair and several valuable papers were read. Lord Strathcona, Chancellor of Aberdeen and McGill Universities, presided on the following day and addresses were given by Dr. G. R. Parkin, C.M.G., on the establishment of a Central Bureau, by Miss H. M. White of Alexandra College, Dublin, on Women's position in Universities, and by Sir James Donaldson of St. Andrews University on representation in the governing bodies of Universities.

These were the chief speakers, but there were many from Canada and the other countries who took part in the discussions which succeeded the reading of the more important papers. A Government Luncheon was tendered the Delegates on July 2nd with Earl Beauchamp in the Chair and Prince Arthur of Connaught on his right. Mr. Lewis Harcourt, Colonial Secretary, Dr. Peterson of McGill and Lord Rosebery made the principal speeches. Amongst other social features of the Conference were a Shakespearian Lecture at the British Academy by Dr. A. C. Bradley; a Dinner by four of the Worshipful Companies of London and one by the Staff of King's College; an At Home by the Lord Mayor and a Reception by the Countess Beauchamp; an Official Reception by H.R.H. Prince Arthur of Connaught, President of the London General Committee; Receptions by the London School of Medicine for Women, the Victoria League and the Dowager Marchioness of Bute.

Following the close of the Conference the Delegates visited the Universities of Great Britain and Ireland and spent a most interesting and instructive month which was well described in a series of letters to the Canadian press by Prof. A. H. Young of Toronto. It may be added that a number of Honorary degrees were conferred on Canadians in this connection. Oxford made Principal Peterson a D.C.L. and Durham a D.Litt. while Aberdeen made Rev. Dr. T. W. Powell an LL.D. As to the general result the Montreal *Herald* of July 20th, after referring to the scientific, educational, and specific nature of such meetings, went on to say: "The Universities of the Empire have their separate tasks to perform, but they have also the inspiring task in common of keeping touch between the four white civilizations of the British world. As a step towards lightening that task this Congress deserves the close attention of all who speak the English language and have the British system at heart."

A more notably Canadian gathering was the Imperial Conference of Teachers held in London on July 17-22nd, in connection with the visit to Great Britain and other countries of 350 Canadian School Teachers. This was arranged by Mr. F. J. Ney, Secretary of the

Education Department, Winnipeg, under the joint auspices of the Dominion Government and the Education Departments of Manitoba, British Columbia, Nova Scotia, Saskatchewan, Alberta and Quebec. All the Provinces, however, were represented in the list of delegates or travellers. Similar tours on a somewhat smaller scale had been arranged and conducted by Mr. Ney in 1910 and 1911 with the British part of the programme assisted greatly by the League of the Empire—a useful organization with Empire Education as its ideal. The Conference was opened in London on July 17th by the Duke of Argyll who described the three "R's" of Empire training as Research, Religion and Resolution.

Mr. J. A. Pease, President of the Board of Education, in his remarks stated that British experts had been studying Education in Europe and had not found a great deal to learn. Even from Germany, with all its scientific advance so far as education in the elementary schools was concerned, they had not much to learn. In regard to the condition of their schools in hygiene and medical inspection and treatment, they were ahead of other nations on the continent of Europe. Besides the large number of Delegates present from British and Canadian Schools there were also Australian and South African contingents and many leading British educationists. Prof. Ernest Gardner was Chairman of the Conference Committee in London and Mrs. Ord Marshall, Honorary Secretary. Amongst the Canadian speakers during the sessions were Dr. A. H. McKay of Halifax, Prof. F. C. Colbeck and Dr. J. L. Hughes of Toronto, F. J. Ney of Winnipeg, Prof. W. S. Ellis of Kingston, Sir Gilbert Parker, M.P., Hon. I. B. Lucas of the Ontario Government, and Hon. H. E. Young of Victoria, B.C. Amongst the incidents of this portion of the Tour were a visit to the Military Camp at Aldershot and services at St. Paul's and Westminster Abbey; visits to Winchester and Eton Colleges and Windsor town, the Tower of London and various other local points of interest; visit to the Naval dockyards and inspection of a battleship at Portsmouth; visits to Greenwich, Richmond and Kew, Isle of Wight and Osborne House, Hampton Court and Margate. Included in the programme, also, were all kinds of social entertainment and following it was a fortnight spent in touring England, Ireland, Scotland, Wales, France and Belgium. A portion of the visitors took a trip to the Mediterranean including a journey through Egypt. The Canadian Delegates left Liverpool for home on Aug. 23rd and, of their visit, one Canadian, Dr. Hugh McKay, wrote as follows:

> From our early childhood days we had dreamed of this visit to the heart of the Empire. The fires of patriotism kindled by the fathers had been carefully watched and tended and kept aglow throughout the years. . . . We have wandered hither and thither in the Old Land, we have trod on sacred ground watered by the blood and tears of the martyrs—men who surrendered their lives that their children might enjoy the priceless heritage of civil and religious liberty; we have drunk deep of the enchanting beauty of the landscape, the witchery of lake and woodland, the hills intersected with hedgerows, the quaint old villages with thatched-roofed cottages and wealth of sweet-scented flowers, the palaces

of art, the ruined castles and the ivy-clad cathedrals hoary with age, eloquent in their silence, recording the lessons of the past.

British Trade: Imperial Preference and Tariff Reform

During 1912 there were several important developments in this connection which had, or might have, a considerable bearing upon Canadian affairs and politics. British trade for one thing was unusually good and despite strikes, workless workmen, the increasing cost of living, and a steadily growing competition of imports, the country was said to be prosperous. Great Britain remained the best customer for Canadian products with the United States as a good second. There was no substantial difference in the ratio of British exports to imports as to which the figures for the calendar year, 1911, showed Imports of £680,559,136 and Exports of £557,003,259. As to the increased bulk of the trade, Free-trade advocates were enthusiastic; in the matter of its distribution Tariff Reform supporters made the point (1911 figures) that the total Imports of manufactured goods from Foreign countries was £145,100,000 and from British countries £20,500,000 while domestic Exports to Foreign countries totalled £221,800,000 and to British countries £140,400,000. According to a statement by the President of the Board of Trade in the Commons on Apl. 23rd, the British export of domestic produce and manufactures to British Dominions had increased as follows after the Preferential system was applied: Canada £5,352,029 in 1896 to £19,715,000 in 1911; New Zealand £5,677,576 in 1902 to £9,809,000; Australia £20,228,836 in 1906 to £30,881,000 in 1911. To the South African Customs Union there had been a decrease from £24,436,739 in 1902 to £21,269,000 in 1911.

In this connection some of the factors hampering the development of British trade in Canada were pointed out by the Commissioner of the Board of Trade, Saskatoon (Mr. Malcolm Sclanders) in a communication during the summer to the Liverpool Chamber of Commerce: "As a matter of fact our people are buying almost two-thirds of their total requirements from the United States. This circumstance not only results from your indifferent attitude, but also because of the unreasonable disinclination of your merchants and manufacturers to grant to our solid business concerns such terms of payment, etc., as our exigencies demand. For instance, most British houses now dealing half-heartedly with our merchants here, demand cash in return for bill of lading, the goods being meantime retained at Montreal. Consequently our people are required to pay for Old Country goods about three weeks before they arrive in Saskatoon. . . . Now, American suppliers are in the closest touch with this country and its interests, and their representatives are continually coming and going, and recognize at once our prosperity, the enormous business that is passing, and gladly extend to us reasonable and ordinary businesslike credit." Besides theses causes there was and is the impression sedulously cultivated by clever American salesmen in Canada that Great Britain is behind the times and does not produce the newest and most

modern goods. To meet these and other difficulties the fiscal discussion in Great Britain—on both sides—was calculated to do Canadian trade good and the appointment of C. Hamilton Weekes, who arrived at Montreal on Sept. 27th as British Trade Commissioner to Canada in succession to Richard Grigg, the new Commissioner of Trade and Commerce, was an evidence that this arrangement of a few years' duration had proved beneficial.

To return to British conditions before indicating briefly the changes in the public attitude toward the Preferential policy, it may be said that Free-traders pointed to a total increase of £264,000,000 in trade between 1905 and 1911, to an increase in the value of manufactures exported in 1903-1911 of £128,000,000, to a growth of £122,000,000 in the gross income of the nation between 1905 and 1911, to a decrease in unemployment from 4·6 per cent. in 1905 to 2 per cent. in 1912. In 1912 the Imports increased by £64,700,000 and the Exports by £33,400,000. Meanwhile, the Tariff Reformers had been maintaining their fiscal campaign vigorously despite these conditions —which they claimed to be superficial and misguiding—and had won some important bye-election contests. From Dec., 1910, to Oct., 1912, the Unionists increased their representation from 272 to 281, or 17 more than the Liberals possessed without their Labour and Home Rule supporters. Mr. Ernest Craig, who captured Crewe for the Unionists on July 28, stated that "the election was fought throughout on Tariff Reform and Imperial Preference." They used the following official and comparative figures with effect:

Imports.	1900.	1911.	Increase.	Per Cent.
United Kingdom	£459,900,000	£577,400,000	£117,500,000	26
Germany	238,500,000	477,200,000	193,700,000	68
United States	167,500,000	312,300,000	144,800,000	86
France	187,900,000	326,400,000	138,500,000	74
Belgium	88,600,000	172,500,000	83,900,000	95
Canada	35,400,000	107,200,000	71,800,000	203
Exports.				
United Kingdom	£291,200,000	£454,100,000	£162,900,000	56
Germany	226,700,000	398,500,000	171,800,000	76
United States	302,700,000	428,800,000	126,100,000	42
France	164,300,000	246,900,000	82,600,000	50
Belgium	76,900,000	141,400,000	64,500,000	84
Canada	31,500,000	54,900,000	23,400,000	74

The following Resolution was presented in the Commons on Feb. 22 and rejected on a party vote by 258 to 193: "This House humbly expresses its regret that the persistent refusal of Your Majesty's Government to modify the fiscal system of the country is imperilling the advantages at present derived by British commerce from the preference granted by Your Majesty's Dominions overseas, has deferred the closer commercial union of the Empire, has deprived the country of the most effective method of inducing foreign countries to grant fair treatment to British manufactures, and is adversely affecting the labour conditions of the country." At Glasgow on May 21st Mr. Bonar Law pointed out that the young and active classes of the country were still leaving it, despite alleged trade prosperity, and that they went to regions where Protection gave an opportunity and larger wages to

the willing worker. At Woodstock (July 27th) he told an audience of 25,000 that British trade had been saved in Canada from the danger of United States Reciprocity: "The danger has gone for the moment, but it will recur if we persist in refusing the boon which has been held out to us. And it is a boon. Canada has much to offer and she has many suitors. If we refuse them, her gifts will be eagerly accepted by other nations which are not so blind."

A little later, Mr. Bonar Law announced that his Party did not intend to impose a duty on cotton and to this Sir C. W. Macara, President of the Master Cotton Spinner's Federation, declared on Sept. 26th that this was not the issue: "It rests on the fact that Mr. Bonar Law's fiscal policy must add to the cost of building mills, the cost of mill machinery, the cost of spinning, weaving, bleaching, dyeing, printing and finishing cotton fabrics. Add a little bit to the cost of each of these processes and our export trade, which provides 80 per cent. of the industry, is gone." On Oct. 15th a large gathering met at the inaugural Dinner of the Thousand Pound Imperial Fund. The Duke of Westminster presided and the guests were supposed to have each contributed £1,000 for the purpose of promoting Imperial Preference by means of and through the Preferential tariff policy. Amongst the Canadians present were G. T. Somers and W. K. George of Toronto, W. F. Cockshutt, M.P., of Brantford and Granville Cunningham representing James Ross of Montreal. The total amount announced as subscribed was £60,000 and, as there were about 150 present, it appeared obvious that the subscription of any specific amount was not a condition of the invitation to be present —which statement the Canadian Associated Press cabled out to Canada. It was afterwards stated that Sir H. M. Pellatt of Toronto had contributed £500 and James Carruthers of Montreal £100 to the Fund. Mr. Austen Chamberlain was the chief speaker and reiterated his earnest belief in Imperial Preference: "It is not for Britain to found an Empire now; it is hers to keep the Empire, and consolidate it or lose it. Our opportunity is now."

Toward the close of the year, Tariff Reform became again a crucial issue within the divided ranks of the Unionist party under the Leadership of Mr. Bonar Law. Speaking in London to the Unionist National Associations (Nov. 14) Lord Lansdowne was emphatic: "I combat the suggestion that we shall be precluded by engagements into which we have entered from dealing with Tariff Reform, when we come into power, until we make a further reference to the constituencies. We must be free to defend our own markets against the invasion of those who deny us access to their markets. We must be free to meet the great Dominions across the Seas, to meet them half-way when they come to us, as they will come to us, asking us for reciprocal trade. What we shall give them must to a great extent depend upon what they ask for. It must be a free bargain." To this Mr. Bonar Law added:

> We shall not treat any revenue derived from so-called food taxes, whatever they are, which may be imposed, as ordinary revenue. We shall

use it to diminish the burdens which in other ways are falling upon the poorer classes of this country. It shall not be an additional taxation, it will be a re-adjustment of taxation, and, owing to this revenue, and owing to the experience which I am certain will come with this change of system, I say this, that instead of adding to the cost of living, the adjustment which we shall make will make the burdens smaller and not larger.

On Dec. 5th in London, Lord Lansdowne declared that the Tariff Reform policy was nailed to the mast-head and that the Party believed in a 2 shilling duty on wheat. At Glasgow, on Dec. 11, Mr. Austen Chamberlain defined the Party policy as including an average ten per cent. duty on manufactures, no tax on raw materials, 2 shillings a quarter on Foreign wheat, 5 per cent. *ad valorem* on foodstuffs as a maximum duty. Meanwhile, a vigorous controversy was proceeding between the Preferential and purely Protectionist elements in the Party—the latter claiming that without the proposed Preference on Colonial food supplies they could carry the country on a policy of protection to native industries. On Dec. 16 Mr. Bonar Law declared at Ashton that food taxes would not be abandoned or the flag of Preference hauled down—within certain new limitations. "If our countrymen entrust us with power we do not intend to impose food duties. What we intend to do is to call a Conference of the Colonies to consider the whole question of Preferential trade, and the question whether or not food duties will be imposed will not arise until those negotiations are completed." Much discussion arose over this development and Mr. Bonar Law was charged with shirking the issue and placing responsibility in the matter upon the Colonies.

F. E. Smith, M.P., one of the Party leaders, replied to this on the 20th and declared the abandonment of Tariff Reform an impossibility. As to the Conference: "Our object is Imperial Preference. This is the end which we have set in front of us. Only foolish people will confuse the means with the end. The very object of discussing the method of carrying out Imperial Preference with the Colonies is in order that we may be informed by them with authority what, in their judgment, is vital in order that that policy may be carried out." The matter was concluded for the year by Mr. Austen Chamberlain's statement—Letter Dec. 23rd—in which he said: "What the Unionist leaders seek from the people is power to arrange for reciprocal preference, within certain defined limits. Exactly what the amount and the character of the Preference shall be can only be settled when a British Government has this power and is in a position to conclude an arrangement with the Dominions. All parties to the Agreement must, of course, retain their autonomous rights. We have no more pretension to fix Colonial duties than the Dominions have to fix ours."

The Royal Commission on Imperial Trade

This important and far-reaching Commission was appointed early in 1912 as the result of a Resolution passed at the 1911 Imperial Conference. The announcement of its Membership was made by the Colonial Secretary on Apl. 3rd. The British Members were to be Lord Inchape of Strathnaver, G.C.M.G. (Chairman); Sir Edgar Vin-

cent, K.C.M.G., ex-M.P., and a free-trade Conservative; Sir Charles J. Owens, a man of Railway experience; Sir H. Rider Haggard, M.P., and Thomas Garnett, a cotton manufacturer in Manchester; Wm. Lorimer of Glasgow. Canada was to be represented by Hon. George E. Foster, Minister of Trade and Commerce; Australia by Hon. Donald Cameron, ex-M.L.A.; Newfoundland by Hon. E. Bowring, M.L.C.; South Africa by Sir David de Villiers Graaf, Bart., Minister of Posts and Telegraphs; New Zealand by Sir Joseph G. Ward, Bart., and lately Prime Minister. The Secretary was W. A. Robinson of the Colonial Office.

The British appointees were vigorously criticized in the Commons and elsewhere by the Unionists. Sir Gilbert Parker (June 27) described Lord Inchape—known in financial and business circles as Sir James Lyle MacKay—as holding views on fiscal questions closely similar to those of the Government and the British Commissioners, generally, as not calculated to help the cause of closer Empire trade relations. Mr. Page Croft declared the Government policy in this respect to be one of "organized stupidity" and three of its nominees to be "the most fanatical free-traders in the country." A little later Lord Inchape resigned and was replaced by the Right Hon. Arnold Morley; Sir David Graaf also retired and was succeeded by Sir Richard Solomon, High Commissioner for South Africa in London. The terms of reference to the Commission were, ultimately, as follows:

> To inquire into and report upon the natural resources of the Dominion of Canada, the Commonwealth of Australia, the Dominion of New Zealand, the Union of South Africa, and the Colony of Newfoundland; and further: to report upon the development of such resources, whether attained or attainable; upon the facilities which exist or may be created for the production, manufacture, and distribution of all articles of commerce in those parts of the Empire; upon the requirements of each such part and of the United Kingdom in the matter of food and raw materials, and the available sources of such; upon the trade of each such part of the Empire with the other parts, with the United Kingdom, and with the rest of the world; upon the extent, if any, to which the mutual trade of the several parts of the Empire has been or is being affected beneficially or otherwise by the laws now in force, other than fiscal laws; and generally, to suggest any methods, consistent always with the existing fiscal policy of each part of the Empire, by which the trade of each part with the others and with the United Kingdom may be improved and extended.

The first meeting of the Commission was held in London, June 13, and up to the end of the year Emigration was the subject chiefly dealt with. Mr. Foster was present from Canada at most of these Sessions.*

Canada and the Irish Home Rule Question

The Home Rule controversy of this year evoked many Parliamentary and political references in Great Britain to Canada's constitution and conditions while it aroused some discussion also in Canada. The British Liberals claimed the Dominion to be a living and emphatic proof of the beneficence of Home Rule and the Federal

* NOTE.—In the beginning of 1913 a Report was issued dealing with the subject of Imperial Emigration.

system; the Unionists claimed that there was no analogy between self-government granted to a distant and loyal Colony and the promotion of separation between two countries of the United Kingdom. Speaking in the Commons on May 9th, Mr. J. E. Redmond, the Irish leader, referred to views expressed by Mr. Asquith, and added: "I have all my life been a Federalist, and I welcome the declaration, therefore, that this is the first step in a great system of Federation." Mr. Bonar Law, Opposition leader, followed: "What is the lesson which Colonial experience teaches? It is, as I understand it, that free government is better than autocratic government, that in every case where we have given self-government to our Colonies it has been successful. I admit that. But the people who use that argument forget something. From the nature of the case the Colonies had no choice between Colonial self-government and autocratic government. It was not possible for them to have free government as part of the United Kingdom. There is no analogy there to Ireland. Ireland has free government and self-government just as much as England or Scotland." Upon the point of Home Rule as a federal policy, Mr. Winston Churchill was explicit at Dundee on Sept. 12th:

> I have no hesitation in saying that larger units of local government are required for the welfare and active development of our country. I am not in the least disturbed by the prospect of seeing erected in this country ten or twelve separate Legislative bodies for the discharging of functions entrusted to them by the Imperial Parliament. The United States conducts its business through a great number of Parliaments, and Germany has not merely Parliaments and States gathered and grouped together within the German Empire, but has separate kingdoms and principalities and armies woven together in a strong federation of the whole. Our Colonies, Canada, South Africa and Australia, have found this federal system the only way in which you can reconcile the general interest of the organized state with the special and particular development of each proper part and portion of it. In these Islands it is a ceaseless complaint of our political opponents that they cannot get sufficient time in Parliament to discuss the measures which are brought forward by the Government of the day. The creation in the United Kingdom of a Federal system of government would be an immense task, but it would be a task attended by proportionate advantage to every party, the country, and the nation as a whole.

Sir Edward Carson dealt strongly with the subject in the House on Oct. 24th. The Bill, he declared, provided for a half-way condition between Union and Colonial self-government. "The Government were not prepared to give the Irish the full right of self-government because they did not trust them, and because Ireland would not take it upon the condition under which every Colony had got its rights—that of standing upon its own financial powers and carrying out its own financial obligations." Mr. Balfour denounced the measure for providing a separate Parliament without a separate Executive—as was the case everywhere in the Colonies. As to the protection of minorities Mr. Bonar Law, on Oct. 29th, described the proposed veto of Bills by the Crown as unworkable: "Either the safeguard would not work at all when a Unionist Government was in office, and matters

would be brought to a deadlock, or the Irish Legislature—so far as independence was concerned—would be precisely in the same position as the Legislature of Canada was in to-day. If that was the case, what became of the safeguard?" These are only a few of the many and varied references to the Colonial or Canadian position.

Meanwhile, in Canada itself, pronounced interest was being taken in the struggle and in the attitude of Ulster particularly. At Winnipeg, on Jan. 26th a meeting of local Ulstermen passed a Resolution expressing hearty sympathy with their compatriots and denouncing Home Rule as opposed to the best interests of the Protestant people of Ireland. In Toronto, on Feb. 28th, a great mass-meeting representative of the Orange sentiment of that City was held and it cheered to the echo such references as that of Comptroller H. C. Hocken who declared the purpose of the Home Rule movement to be the setting up on the shores of Britain of "a hostile nation which will take advantage of any trouble Britain may be in at home or abroad to attack her." The Rev. Dr. Hincks described the policy as "the latest child of a Roman mother." Mr. J. S. Willison looked upon the policy as one of "sending into Ireland not peace but a sword." "I regard the suggested guarantees to secure the educational and religious rights of Ulster as so much waste paper. Let me apply the test of our own experience. The Canadian constitution vests in the Dominion Government the absolute right to disallow any or all Provincial legislation. In practice, however, the use of the Veto has been substantially abandoned." The reason stated was the friction which its use inevitably and always developed between Provincial and Dominion Legislatures.

The Hon. Wallace Nesbitt defended the right of Canada to speak in the matter. "As the Imperial Parliament is supreme over our affairs, as our Constitution could be repealed at any Session of the Imperial Parliament, we have a right to a voice in any radical change of the Constitution under which we enjoy our liberties. I desire for myself, after over thirty years of professional experience and several years' Judicial experience, to express most strongly my view against the idea of separate local Parliaments wherever Legislative union and a strong central Parliament is possible. Federalism, with local Parliaments having sovereign powers, is the best breeding-ground I know of for race and creed difficulties." A long Resolution was passed which described Home Rule as "the first step for the separation of Ireland from the Empire"—an opinion based upon alleged public utterances of Irish Leaders—and proceeded as follows:

We believe further, that Ireland would in time become a centre of conspiracy against the integrity of the British Empire, and might ultimately lead to the overthrow of British power and influence.

That as Canadian citizens we rejoice in the extension of the principle of autonomy when it can be granted with safety to Imperial interests, believing as we do that the peace and prosperity of the nations of the world are involved in the maintenance of the British Empire; but that we view with the utmost alarm the proposals contained in the Bill before the Imperial House of Commons which tends not to the enlargement of

the liberties of the Irish people under a free Government, but to the creation of a papal State within the Empire, where British law and justice would be superseded by the Canon law of the Papacy as is the case in the Province of Quebec in this Dominion;

And further, that we unhesitatingly declare that the views set out in this Resolution represent the opinions of the vast majority of loyal citizens in the Dominion of Canada.

On Apl. 11th the London *Chronicle* published a whole page of Canadian opinion favourable to Home Rule including extracts from speeches by Sir Wilfrid Laurier and Hon. W. S. Fielding, Hon. G. H. Murray, E. B. Devlin, M.P., and Sir Allen Aylesworth. Hon. A. E. McPhilips of the British Columbia Government, Hon. N. D. Beck of Edmonton and Sir T. G. Shaughnessy were also quoted. On the 15th a number of opinions from United States politicians, Judges, and ecclesiastics—including Hon. John Costigan of Canada—as to the Home Rule Bill were made public in London. In Canada, on June 22nd and 29th, the Montreal *Star* published messages from British leaders covering all sides of the question. Mr. Asquith said: "If, as we believe will be the case, as certainly has been the case elsewhere, power carries with it a sense of responsibility, that will give to the Irish people a free and ample field for the development of their own national life, and at the same time bind them to us and to the Empire by a sense of voluntary co-operation, and, as I believe, in sincere and loyal attachment. At the same time, the Imperial Parliament will have begun to break its own bonds and will be set free by the process, of which this is the first stage, for a fuller and more adequate discharge of its Imperial duties." Mr. Redmond endorsed this view in part: "We ask for Ireland the chance to prove that she is able and willing to be as prosperous and progressive a member of the Empire family as Canada has proven herself to be under free institutions." Mr. Churchill appealed to the men of Ulster as having a plain duty—"a duty they owe first of all to the land of their birth, in the second place to their friends and co-religionists all over Ireland, and thirdly, to the self-governing Dominions of the Empire of which they are proud. And that duty is to stand by the ship and bring it safely into port. At one stroke of the wand they could sweep the Irish question out of life into history, and free the British realm from the canker which has poisoned its heart for generations."

Upon the Unionist side there were equally strong words cabled. Mr. Balfour described the result of Home Rule as "friction, collision and in the end national disintegration." The Marquess of Londonderry declared that "Home Rule for Ireland is not a legitimate aspiration for self-government within the Empire, but a disloyal agitation for complete separation," while L. S. Amery, M.P., asked a series of interesting parallel questions: "Would Canada consent to the breaking up of the Dominion by the establishment of Quebec as a separate and independent Colony? Would Canada consent as a step towards such a separation to give Quebec the control of the Postal Service, the right to alter the Dominion Tariff, and other privileges

MRS. F. H. TORRINGTON.
Re-elected President of the National Council of Women for Canada, 1912.

MRS. A. E. GOODERHAM.
Elected President Imperial Order Daughters of the Empire, 1912.

and powers belonging to the national Government? Would she give these powers, even if Quebec could not pay its own way, let alone a share of the Dominion expenditure, but required a heavy annual subsidy from the taxpayers of the other Provinces? Would Canada be prepared forcibly to incorporate the Maritime Provinces in such a separate Quebec State in the face of the most earnest and passionate protests of their inhabitants?"

At the Convention of the Irish League of America, Philadelphia, on Sept. 26th, pledges of contributions totalling $135,000 were received and one of the Vice-Presidents elected was Hon. C. J. Doherty, Minister of Finance in Canada. Sept. 27th, the eve of Ulster Day, saw a sympathetic meeting in Toronto with a forceful speech from Right Hon. W. H. Long, M.P., who was visiting Canada. Mayor Geary presided, thousands of Union Jacks were waved by the audience and the enthusiasm was very great. Mr. Long was emphatic and assured in his statements: "Ulster is in deadly earnest. It will never give way, and against its opposition the Government will never be able to force Home Rule. Home Rule means and is intended by its best advocates to mean separation from and the destruction of the Empire. . . . I take considerable exception to the argument used in some quarters that we from the Motherland have no right to discuss Canada, or that Canadians have no right to discuss the affairs of the Motherland. In my judgment it is of trifling importance whether you live in Ontario or I live in England. It is an accident that I live in the County of Wiltshire and you live in Ontario. The critical fact is that we are citizens of the same Empire, subjects of the same Sovereign, the inheritors of the same heritage, whose bounden duty it is to hand over to those who come after us that which we have received. I have come to talk, not as an Englishman or a Canadian, but as a citizen of the British Empire. It is your duty to hold the outposts, ours to hold the citadel." Col. G. T. Denison and Dr. J. L. Hughes also spoke briefly and a Resolution was passed declaring that "this mass meeting protests in the strongest possible manner against the Home Rule measure at present before the Imperial Parliament being convinced that the proposed dismemberment of the United Kingdom is contrary to the best interests of the Empire."

The Work of Empire Organizations in Canada during 1912

Many organizations in Canada have for years been doing effective work for what they believed to be closer Imperial unity without being actually organized for that purpose. At the same time, other Associations have sprung up with this principle, or with some policy of practical action, as their dominant basis of work. Amongst the former are the Sons of England, the Orange Order in its constant inculcation of loyalty to British connection and apart, of course, from its religious side, the Canadian Clubs of certain Western cities, etc. Of the latter, the Imperial Order of the Daughters of the Empire (founded in 1900) with affiliated organizations in England and South Africa and with 10,000 members increasing at the rate of 2,000 a year, at once occurs to the student of current history. This

In this connection reference must be made to the Royal Colonial Institute and its campaign in Canada for increased membership—a matter in which much assistance was given by the Empire Club. Mr. J. R. Boosé, the Secretary of the London organization—of which the sole platform and policy was the preservation of Imperial unity—toured Canada from coast to coast in August and September addressing meetings or giving interviews in the press. He visited every Province except Prince Edward Island and covered 14,000 miles of railway travel while his itinerary included Quebec, Montreal, Danville, Ottawa. Halifax, Kingston, Toronto, St. Catharines, Niagara, Hamilton, Port Arthur, Winnipeg, Saskatoon, Edmonton, Calgary, Vancouver, Victoria, Moose Jaw, Regina, London and Brantford. He had the support of H.R.H. the Governor-General and succeeded in adding 300 new Fellows to the membership of the Institute. On Nov. 4th following, Sir D. H. McMillan of Winnipeg and Sir Edmund Walker of Toronto were elected Vice-Presidents of the Institute and new Honorary Corresponding-Secretaries in Canada were appointed as follows: Crawford Gordon, Winnipeg; C. Frederick Hamilton, Ottawa; L. V. Kerr, Regina; H. M. Price, Quebec; H. M. Richey, Danville, P.Q.; C. S. Scott, Hamilton.

The Overseas Club was another British organization which made great headway in Canada during the year. Though only started on Aug. 27, 1910, in London, it was said in 1912 to have more than 30,000 members and 75 branches in Canada with 95,000 members in the Empire as a whole. The President of the Canadian Section was Earl Grey and the creed or platform subscribed to by the members was as follows: "Believing the British Empire to stand for justice, freedom, order, and good government, we pledge ourselves as citizens of the greatest Empire in the world, to maintain the heritage handed down to us by our fathers; to help one another; to urge on every able-bodied man the necessity of being able to bear arms; to draw together in the bond of comradeship the peoples now living under the folds of the British flag; to insist on the vital necessity to the Empire of British supremacy on the sea." During the summer, Mr. Evelyn Wrench of London, organizer of the movement, travelled 17,000 miles over Canada and visited all the centres. Branches were strengthened or organized in Quebec, Three Rivers, Ottawa, Toronto, Fort William, Winnipeg, Saskatoon, Lloydminster, Montreal, Edmonton, Calgary, Lethbridge, Cranbrook, Nelson, Kelowna, Vernon, Vancouver, Victoria, New Westminster, Prince Rupert, Athabasca Landing, Grouard, etc. The Toronto membership was said to be 5000, that of Edmonton 500, that of Winnipeg 800. Some of the active workers in the organization and Branch chairmen during 1912 were R. Ivens, Toronto, H. B. Round, Edmonton, H. C. Rawle, Lloydminster, J. R. Innes Hopkins, Saskatoon, W. Blakemore, Victoria, John Hendry, Vancouver and W. B. Bartram, Montreal.

The Imperial Home Re-Union Association was one of the most important and certainly the most practical of all these organizations. It originated in Winnipeg on Oct. 3rd, 1910, with W. J. Bulman as

the chief promoter and first Chairman of the Board. Active operations began there early in 1911 with a $20,000 Fund subscribed in 80 personal guarantees of $250 each. The proposal was for the Association to advance certain sums to worthy and reliable workmen who should apply for temporary assistance in the transportation of their families from the British Isles to Winnipeg and to pay any losses that might occur through the delinquency of any of those assisted. A form of application was authorized in which every applicant filled in his name and address, the nature of his work, the name of his employer, his weekly wage and the names in full, with ages, of his family. A declaration was made, meeting the requirements of the Immigration Act, and signed to the effect that the applicant's family were in good health and acceptable under the Act. The Board of Directors was composed of Mr. Bulman, Alex. Summers, H. M. Belcher, W. H. Cross, N. T. MacMillan, Geo. H. Miner, C. F. Roland, and Thos. Wilson. Later on the organization was made a department of the Winnipeg Industrial Bureau and by the middle of 1912 over 1,500 people had been assisted by this Branch alone with over $50,000 advanced for transportation and $40,000 already paid back in installments. There were also by this time 22 other Branches of the organization. In Toronto a Branch was organized in January, 1912, with Frank Wise as its energetic Chairman and a guarantee was immediately raised with 200 business men subscribing at $250 each. A number of people were aided during the ensuing year and by the exertions of Mr. Wise, a Montreal Branch was established and others got underway in Ontario while Weyburn, Dauphin and Victoria, B.C., were in process of formation in the West. By the close of the year there were 26 organizations in Canada and of these Earl Grey was the Patron and strong supporter in Great Britain. The statistics of the active working organizations up to the close of the year 1912 were as follows:

City.	Date Organized.	Number of Applicants.	Number rejected.	Number Assisted.	Total Cost of Transportation.	Total Guarantee.
Winnipeg	Oct., 1910	437	99	1,591	$57,443.57	$25,000.00
Toronto	Jan., 1912	381	14	1,304	36,937.85	50,000.00
Montreal	July, 1912	136	7	590	14,551.33	50,000.00
Vancouver	Mch., 1912	97	2	384	21,229.68	20,000.00
Edmonton	July, 1912	81	3	297	13,267.02	11,750.00
Calgary	Apl., 1912	84	3	284	11,123.00	12,500.00
Hamilton	Mch., 1912	60	9	200	5,759.40	13,000.00
Brandon	Sept., 1911	28	1	114	4,538.11	5,000.00
Ottawa	Aug., 1911	19	1	70	1,888.51	11,000.00
Regina	Sept. 1911	..	4	33	1,438.00	.....
Moose Jaw	Mch., 1912	6	4	31	1,678.75	.....
Red Deer	July, 1911	9	3	32	1,035.75	1,650.00
Yorkton	Mch., 1912	4	..	21	571.34	10,000.00
St. John	Apl., 1912	5	3	10	263.05	5,000.00

Of other Canadian Associations the work of the United Empire Loyalists was interesting. With Lieut.-Colonel G. Sterling Ryerson as Chairman and Miss Helen Merrill as Hon. Secretary the Toronto organization in 1912 added the words "of Canada" to its title and did active work in promoting a national celebration of the 100th anniversary of Brock's victory and death. The New Brunswick Loy-

alist Society elected P. J. Séely of St. John, President, and arranged to have an accurate record of the Battle of Bunker's Hill read in the Public Schools of the City and it also celebrated, on May 18th, the 129th Anniversary of the landing of the Loyalists at the mouth of the St. John. In Edmonton, a Branch of the Society was organized on Nov. 18th by the efforts of Miss Anne Merrill with Mrs. B. J. Saunders as President and Miss Merrill as Secretary-Treasurer. The chief objects of the Association were defined as follows: "To unite together, irrespective of creed, or political party, the descendants of those families who, during the American Revolutionary War of 1775-1783, sacrificed their homes in retaining their loyalty to the British Crown; to perpetuate this spirit of loyalty to the Empire and to preserve the history and traditions of that important epoch in Canadian history, by rescuing from oblivion the records of the Loyalist families before it is too late." Another active organization was the Canadian Defence League, which, under the Presidency of Lieut.-Colonel W. Hamilton Merritt, sought to promote universal military training in some form or other. In the West the Imperial South African Service Association, with Capt. J. S. Allen of Winnipeg as President, had a large membership. The British Empire League in Canada with Colonel George T. Denison as its active and continually re-elected President exercised a quiet influence on public affairs through the personal standing of its President and had branches in Halifax and Toronto—Sir Charles Townshend, President of the former, and J. M. Clark, K.C., of the latter Branch.

Of British organizations with Canadian connections the most important was the Empire Parliamentary Association which was formed in 1911 by the active exertions of its Honorary Secretary, Mr. Howard D'Egville. During 1912, through the United Kingdom Branch, it entertained Mr. R. L. Borden with great hospitality. The Presidents of the United Kingdom branch were Lord Haldane, Lord Chancellor, and Mr. J. W. Lowther, Speaker of the Commons; the President in Newfoundland was Sir E. P. Morris and the Secretary, Mr. Speaker William Warren; the Presidents in Canada were Mr. Borden and Sir W. Laurier and the Secretary Capt. E. J. Chambers; the Presidents in Australia were Senator H. Turley and Hon. Charles McDonald, M.P.; the Presidents in South Africa were Hon. F. W. Reitz and Sir J. T. Molteno. In the two latter cases the officials were presiding officers, respectively, of the two Branches of Parliament. New Zealand also had a Branch not fully organized and the combined membership of the Association was representative of every phase of the political life of the Empire.

As to other Imperial organizations the League of the Empire, formed in 1901 to act amongst the schools and with the teachers and scholars of British countries, did much work with Sir Frederick Pollock, Bart., as President and Mrs. Ord Marshall as Honorary Secretary. In Canada Principal Maurice Hutton of Toronto was President of the Dominion Branch. The Navy League was chiefly confined in its Canadian efforts to the Province of British Columbia

despite the vigorous exertions of Capt. Clive Phillipps-Wolley to extend the sphere of its operations. The various branches in that Province were, however, federated under his control as President. The Imperial Co-Operation League, another organization of which Mr. Howard D'Egville was Hon. Secretary started Luncheons after the Canadian Club idea, and one tendered to General C. F. Beyers of South Africa on Nov. 14 was a notable incident. The Imperial Mission extended its work and membership largely in Great Britain and some of its active members such as H. Page Croft, M.P., visited Canada during the year. The Round Table organization was one of very great importance but one of which the public knew nothing. It consisted of a number of young men and thinkers in the chief centres of Canada who formed themselves into "Groups" for the private study and discussion of Empire questions. Their organ was a Quarterly publication of great ability published in London under the same name. There were similar "Groups" in the United Kingdom and in other Dominions. The Imperial Maritime League, of which Lord Willoughby de Broke was President and H. F. Wyatt and L. G. H. Horton-Smith Joint Hon.-Secretaries, did strenuous work during the year in fighting the Declaration of London and the Naval Prize Bill, interviewing and influencing Colonial statesmen, urging defence of Britain's food supply and bringing to bear all the weight of its 200 Admirals and Generals to bear upon Governments and public opinion in favour of a stronger Navy.

The Naval and Military Emigration League was prominently heard of in Canada during 1912 owing to the visit of its Secretary, Mr. E. T. Scammell. Organized in London in November, 1909, with H.R.H. the Duke of Connaught as Patron, F.M. Earl Roberts as President and a strong Council and Committee, the objects of the League were defined as follows: "To give advice on Emigration to ex-Service men, especially those who are out of employment and have no prospects for themselves and families in this country; to find openings for such men in our Over-seas Dominions; to advance, when necessary, the money required to enable them to emigrate and to look after them when they arrive at their destinations." At the beginning of this year, there were Committees of the League in existence at Montreal, Toronto, Winnipeg, Edmonton, Vancouver, Victoria and Vernon and of the emigrants arranged under these conditions 404 had come to Canada up to February, 1911—of whom 152 entered military service and 252 found civilian employment. Another 300 came out during the ensuing year. The chief centre of work was Toronto where Major J. Cooper Mason, D.S.O., Honorary-Secretary of the local Committee, did generous service for the cause.

Mr. Scammell came to Canada in August with a view to interesting public opinion, and the Governments of the country, in a matter which involved the possible emigration to Canada of a picked proportion of the 13,000 useful and patriotic men who, on the average, would retire yearly from the Army during the years 1912-13-14—owing to the large enlistments at the time of the South African War. The

Secretary of the League while in Canada was authorized to ask and did ask the Federal Government " to advance the fares, with or without interest, of suitable and carefully selected Ex-Service men of good character and physique, who may be in circumstances requiring such assistance, under conditions set out, and to arrange, through the Immigration Officers (at Ottawa), in co-operation with the Committees and Correspondents of the League throughout the Dominion, to secure the repayment of the amounts so advanced." A preliminary guarantee of $50,000 was suggested and the Minister of Militia took the subject into consideration. Mr. Scammell also interviewed the Provincial Government of Ontario in a similar connection and addressed meetings at Montreal, Toronto, Winnipeg, Regina, Edmonton, Vancouver, Victoria and other points.

British Investments in Canada; Canadian Credit in Great Britain

Despite certain difficulties as to Municipal loans the borrowings of Canada upon the British market continued during 1912 to be one of the features of London finance. The United States Consul-General in that City (J. L. Griffith) reported in March to his Government that during the previous seven years the total in this connection was $857,658,659. Canadian estimates for 1905-12 inclusive (*Monetary Times* figures to October) were £199,485,908 or $997,429,540. As in the United States, many of these British investments went into Railways though the proportion—perhaps a third—was much less there than in Canada. Little British money had been lost, or proved unprofitable, in this mass of investment. Taking the figures over a wider period, as estimated by Sir F. Williams Taylor, Manager in London of the Bank of Montreal, in an able address before the Royal Colonial Institute (Nov. 13) the total amount invested by Great Britain in Canada at the close of the years 1902 and 1912, respectively, was as follows—with £20,000,000 additional estimated in 1912 as not publicly recorded: .

	1902.	1912.	Increase.
Dominion Government	£36,370,000	£50,484,000	£14,114,000
Provinces	9,533,000	16,700,000	7,167,000
Municipals	9,299,100	32,327,000	23,027,900
Railways	125,375,000	236,129,000	110,754,000
Miscellaneous	24,828,000	74,809,000	49,981,000
	£205,405,100	£410,449,000	£205,043,900

As to these Canadian borrowings, Mr. Williams Taylor—he had not yet been knighted—was explicit in his opinion: " The amount of fresh money borrowed by the Dominion Government during the past ten years is £14,114,000, the remaining loans floated during that period having been renewals of maturing obligations. It should be noted that the sum in question has been embarked in remunerative enterprises and in public works, etc., represented by tangible assets. In view of the development which has taken place in Canada during the period in question £14,114,000 is—to put it mildly—a modest amount to have borrowed, and indeed the total Debt is unimportant in comparison with the vast resources of the Dominion." The United King-

dom, he pointed out, had, by 1912, invested more money in Canada than in any other country except the United States and for public utilities, land and industrial or private investment, money was still freely forthcoming for legitimate purposes. The one current and temporary exception was in Municipal loans and upon this subject the speaker said:

> It is doubtless the case that public borrowing in London on the part of small Canadian municipalities has attracted much attention, aroused some unfavourable comment, and probably been responsible—or at least partially responsible—for the views openly expressed that the Dominion has been borrowing too freely. When, however, an analysis is made it reveals the fact that out of the total Debt of £32,327,000 of Canadian municipalities in this market the sum of £23,933,000 is divided among such high-class and undoubted borrowers as Montreal, Toronto, Ottawa, Quebec, Winnipeg, Vancouver, Victoria, Hamilton and St. John, N.B.; leaving £8,394,000 divided among twenty of the thriving cities and towns of Canada. There may be people who think the sum in question excessive but those possessed of a knowledge of Canada and the rapidity with which small towns develop into important ones, would not share in this opinion. There is not, in my opinion, a doubtful investment in the list, and if the security is good and payment of principal and interest, humanly speaking certain, there is little room for criticism.

As to Railway borrowings the 1912 total (of which £17,000,000 was guaranteed by the Dominion and £13,800,000 by the Provincial Governments) included £32,000,000 to the Canadian Northern, £91,000,000 to the Canadian Pacific and subsidiary Lines, £98,800,000 to the Grand Trunk and Grand Trunk Pacific, or 90 per cent. of the whole. Of the miscellaneous investments or loans there was a proportion highly speculative, or weak and originally unfit for presentation to the London market. A portion might be lost but "I venture to suggest that the great bulk is sound in its class—and as safe as a miscellaneous list of English securities would be of the same description." Upon the point sometimes raised of Imports exceeding the Exports by a large amount—$572,000,000 in the years 1896 to 1912 inclusive—Mr. Williams Taylor said: "If this condition were to last indefinitely there would naturally be room for dissatisfaction, but Canada to-day may be compared to a mighty industrial enterprise. We have had foundations to lay, superstructure to erect, plant to install, mines to develop, inland and water transportations to create, even labour to import, all of which has entailed enormous expenditure; but the proof that such expenditure was justified will be furnished by steady increase in our output of products of the forest, the field, the mine and in manufactured articles. Economists may urge that there is a point where capital investment should be curtailed until production catches up, but in the case of Canada there seems no necessity as yet to apply such arbitrary rule, for the simple reason that the natural resources of the Dominion are of vast magnitude, and the development thereof is only in its initial stages. In other words, our imports have been largely for constructional purposes, our exports are mainly in food supplies; the ratio of the former will diminish in time, the volume of the latter must steadily increase."

The total of Canadian issues upon the London market in 1912 was £28,987,976 of which Municipal borrowings totalled £5,000,000, Railways £7,000,000, Industrials £4,639,000 and Trust, Loan and Mortgage Companies £4,000,000.* The total was smaller by about £10,000,000 than the figures of any one of the previous three years. This decrease appears to have commenced early in the year, to have been aided by some unwise flotations put on the market and to have been influenced, naturally, by the Coal strike and the effect of the Balkan War with its possibilities of European trouble. A London correspondent of the Edmonton *Journal* (Mch. 21) pointed out one evil of the situation as follows: "During the past 12 months attention has frequently been called to the danger of offering to British investors, at inflated prices, parcels of Canadian real estate. These warnings have referred to unscrupulous Canadian speculators, who, taking advantage of the high repute in which Canadian offerings are held by the British public, are putting on the market building lots and sites at prices which must inevitably result in loss to the purchaser." As the year went on the market became more and more congested and the underwriters had to take up an increasing proportion of Canadian flotations. As to this Sir T. G. Shaughnessy told the *Monetary Times* on June 15th that "the market has been rather overfilled during the past year by Municipal issues, and it will probably take some time to work them off, but in general Canadian issues are in a very healthful condition—that is, sound Canadian issues. There is a feeling that some of the securities which have been offered should never have been taken to the London market." The same journal (Oct. 26) gave these figures as to certain offerings up to the end of May:

Company.	Amount of Offering.	Per cent. left with Underwriters.	Amount left with Underwriters.
Robert Simpson, Ltd.	£920,000	90	£828,000
Algoma Steel Corporation	1,130,000	93	1,050,900
Canadian Northern Railway	1,438,356	64	820,547
Edmonton City	595,000	82	487,900
North Vancouver City	126,000	25	31,525
Calgary City	500,000	84	420,000
Winnipeg City	960,000	73	700,800
Trust and Loan Co. of Canada	600,000	45	270,000
St. John and Quebec Railway	873,285	95	829,620
	£7,142,641		£5,439,292

Canadian issues were not, however, exceptional in this respect, and, in the case of some India, New Zealand and Denmark issues a similar situation occurred. It also became apparent that a higher rate of interest was necessary—especially in Municipal bonds—and that Canadian cities could not expect to indefinitely obtain money upon the footing of British cities two or three times as large with rigidly-guarded sinking funds. It was obvious by the end of the year that this condition would have to be adjusted; that the placing of short term Municipal loans on the market was unpopular and undesirable; that Sub-division real estate propositions would have to be pruned in

* NOTE.—Tabulated and detailed statement in *Canada*, Dec. 28th, 1912.

number and curbed in character; that 50-year Municipal bonds were not a good financial proposition with 30 years the limit even for high-class Ontario bonds of that kind; that Western farmers should try and obviate the situation under which foods and meats were imported instead of being exported.

With all these conditions, however, given due weight, the balance still remained greatly in favour of Canada. Fundamental conditions were sound; expansion was only a natural development. Sir Thomas Skinner, a Canadian financier in London, put the matter as follows in the Victoria *Colonist* of Sept. 24th: "Canada is growing so fast; you are doing so many big things at once; and you want to do so many of them all at once that there is some difficulty on the part of British investors in understanding the constant demand for money from Canada. There always comes a time when there is more on the market than the market can digest. That was the case with the London market when the Summer vacation began. . . . There is, however, a tendency on the part of investors to demand a higher rate of interest than in the past, and you cannot blame them, in view of the price you have to pay for money over here; but so long as your securities are good, you need have no fear about getting all the money you need for real development purposes." Mr. E. R. Wood, the Toronto financier, in his annual statement of investments in Canadian bonds gave the figures as follows—the total for 1911 having been $239,992,988:

Issue.	Amount.	Canada.	United States.	Great Britain.
Government	$35,639,700	$1,339,700	$100,000	$34,200,000
Municipal	48,414,962	13,761,482	3,876,406	30,777,074
Railway	69,972,320	150,000	13,290,000	56,532,320
Public Service Corporations	21,565,000	3,060,000	7,325,000	11,180,000
Miscellaneous Corporations	55,191,000	18,524,000	2,875,000	33,792,000
	$230,782,982	$36,835,182	$27,466,406	$166,481,394
Canadian Corporations operating in Foreign Countries	42,155,000	900,000	3,500,000	37,755,000
	$272,937,982	$37,735,182	$30,966,406	$204,236,394

Meanwhile, individual money was literally pouring into Canada. British capitalists, Peers and Commoners, financiers and merchants, were visiting, inspecting, buying. The Duke of Sutherland in 1912 had about 7,000 acres in Alberta and British Columbia and was actively developing his properties; the Earl of Aberdeen was drawing large returns from his fruit farms at Coldstream, B.C.; Earl Grey maintained a hunting lodge in the Rockies and what his personal investments were could only be guessed at; Lord Clanwilliam was a large shareholder in the Saskatchewan Investment Company and in the leading Saskatoon Hotel; Lords Hindlip, Desborough, Joicey, Congleton and Castlereagh were interested in British Columbian properties; Sir William Garstin, Sir Arthur Lawley, and Sir Ronald Lane held Alberta lands, mines and mortgages; Lord Hyde, heir to the Earl of Clarendon, and Lord Somers purchased land near

Toronto; Lord Vernon and the two sons of the Earl of Leicester were interested in Western lands; the Earl of Erroll, Lord Clinton, Lord and Lady Hythe, Lord Dunmore, Earl Winterton, Major Morrison-Bell, M.P., Sir Charles Hunter, M.P., were similarly concerned; Lord Northcliffe acquired properties at Fort William and Winnipeg and, in the latter City and Manitoba, Sir H. Harmsworth, Mr. A. J. Balfour and Sir Thomas Lipton were also financially interested; Lord C. Beresford, the Earl of Leven and Lord Saville were all investors in Canadian business or land interests.

Others variously interested in different parts of the West were I. Hamilton-Benn, M.P., Lord and Lady Cavendish, Lady Ileene Campbell, Hon. W. E. Cochrane, Sir Wm. Coddington, Sir W. H. Davies, Sir George Doughty, M.P., Lady E. Gordon-Lennox, Col. George Gibbs, M.P., Hon. R. Guinness, M.P., J. G. Hoare, M.P., J. W. Hills, M.P., Sir Charles and Lady Johnston, Sir Henry Seton-Karr, Sir C. Kinloch Cooke, M.P., Lady Doreen Long, Lord Montague of Beaulieu, Sir John Langman, Bart., D. M. Mason, M.P., Hon. C. T. Mills, M.P., Lord Midleton, General Sir Neville Lyttelton, Col. Pryce-Jones, M.P., Sir Robert Perks, Lord Roberts, the Marquess of Stafford, Earl Stanhope, Sir H. Samuel, M.P., Lord Vivian, S. Hill-Wood, M.P., Lord Willoughby de Broke. An increasing proportion of these investors during 1912 took up municipals, industrials and other stock as well as land.

Mr. A. M. Grenfell, who visited Canada during 1912, was, as Chairman of the Canadian Agency, Limited, of London, one of those most vitally interested in the West. This concern controlled the Lake Superior Corporation; owned the Tuxedo Park sub-division near Winnipeg and a wide area of prairie land near Gleichen, Alberta, which was being put under irrigation; operated two subsidiary Land Companies at Medicine Hat and another at Edmonton; and organized the Peace River Trading and Land Co. for practical development work in that region. At a meeting of the Canada Club, London, on Mch. 20th with H. V. Franklin Jones, London Manager of the Canadian Bank of Commerce, in the chair, a large number of financial interests were represented and it was said that amongst these the Banks alone stood for 2,000 millions of dollars. F. Williams Taylor, Bank of Montreal, F. W. Ashe, Union Bank of Canada, J. G. Nairne, Bank of England, were present with representatives of a dozen other British Banks and many financial institutions. J. H. Plummer, President of the Dominion Steel Corporation, was a speaker and the subject of discussion was the financial and general condition of Canada. Mr. Franklin Jones in the course of his remarks said: "Canadians have used their own resources to an extent possible only by virtue of their banking system, which is unrivalled, if I may be permitted to say so; but had it not been for the capital so freely and willingly supplied by the British people, this remarkable progress could not have been accomplished in so short a space of time. Many question whether Canada has not gone ahead too fast or is borrowing too much. There is probably a certain amount of unwise speculation in Canada, principally, I fear,

in real estate; but in respect to the general question I should like to quote the remark of one of Canada's foremost financiers, Sir Edmund Walker, who recently said in this connection: 'Few nations have such an alluring future, and few can afford to mortgage their future to such an extent, but the power to do so depends upon our credit.'"

Turning to miscellaneous matters of British investment in Canada during the year, it may be said that the Alberta, Peace River and Eastern Railway project was financed by a Company which included Lord Farrer, Rt. Hon. G. G. Wilson, M.P., J. M. Synge and Lord Vivian; that a wide and growing field of operation in Western Canada was referred to by the Chairman of the British Canadian and General Investment Co. of London—represented in Winnipeg and Canada by H. F. Mytton—when he said on Aug. 17th that "the bulk of our business consists of lending money on mortgages, principally on farm lands in Canada, and in the discounting of sale agreements, in such a manner that our risks are very widely spread and we are therefore able to take full advantage of the law of averages"; that R. B. Bennett, M.P., Calgary, representing a syndicate of British capitalists purchased the 94 Elevators controlled by the Alberta-Pacific Elevator Co. and the Alberta Grain Co.; that Dr. W. A. Chapple, M.P., of London England, purchased large properties in Vancouver; that the Duke of Sutherland told the Vancouver *Province* (Sept. 8th) that "each succeeding visit to British Columbia serves to confirm my first impressions of its vast natural resources and magnificent future. It is an exceptionally desirable field both for immigration and for the exploitation of capital and, like the rest of the Dominion, is very much in the eyes of the people of the British Isles."

The City of Saskatoon was the first Western centre at this time to recognize the necessity of placing its bonds (£400,000) on the London market at 5 per cent. and the amount was over-subscribed; to the Victoria *Colonist* on Nov. 26th Robert Mason, an influential London capitalist stated that "I know of no such investments in the whole world as inside property in the big Western cities of Canada. I watched the development of this country for years before deciding to recommend my friends to put capital into it, but since doing so, I may say that every one of my holdings in Edmonton, Winnipeg and Vancouver is worth to-day fifty per cent. more than when I bought and is continuing to increase in value"; the Canadian British Engineering Co., Ltd., was formed with English and Canadian Directors and £205,000 capital for dealing with Engineering supplies and construction in Canada as agents for the chief British firms; the British Services Canadian Lands, Ltd., including several prominent Englishmen, purchased 13,000 acres of Fruit lands in the Nicola Valley, B.C., and another British syndicate represented at Victoria by the Western Lands, Ltd., bought farm properties on Vancouver Island for $650,000, or $1,000 an acre; Sir Wm. Bull, M.P., and other British capitalists invested largely in industries to be located at Red Deer, Alta.; Sir Thomas Whittaker, M.P., Chairman of the United Kingdom Provident Institution, holding surplus funds said to total $50,000,000,

toured the West in the Autumn and told the Vancouver *Province* (Sept. 30th) that "I regard the Dominion as a good field for investment in municipal and industrial securities and in first mortgages, provided caution is exercised"; Lord Joicey purchased 24,000 acres of farm land near Fort George, B.C.

British Visitors in Canada during 1912

Like British money and, indeed, as a part of the financial movement, British visitors poured into the Dominion during the year, passed through it with interest and curiosity, expressed opinions of a varied character upon politics at home and dealt cautiously with conditions in Canada. Several large touring bodies were included —notably a number of British manufacturers, a band of Scottish Curlers, a group of Scotch Teachers, a body of British Cadets and the Mission of Help composed of 15 distinguished Church of England clergymen, headed by the Bishop of Edinburgh, who came out with the idea of helping the Church in the West by a series of special services. There was, also, a party of British Engineering students.

The visit of 60 business men and manufacturers from the United Kingdom was arranged by W. Leonard Palmer of the *Financial News*, London, and was aided by the Department of Trade and Commerce at Ottawa with the strong co-operation of its Minister—Hon. G. E. Foster. These ambassadors of British industry, bent on a mission fraught with the greatest possibilities to Canada, included leading men in almost every branch of manufacturing. Armour plating and ordnance-making, electrical engineering and almost all other branches of engineering, the motor car industry, printing, flour-milling, biscuit making and general confectionery, all kinds of food preparations, with many other typical British industries were represented by the delegation as well as British Chambers of Commerce and Insurance Offices. Some of the more eminent firms sending representatives were Vickers, Ltd., Sheffield; Birmingham Small Arms Ltd.; Cammel Laird & Co. Ltd., Sheffield; Wm. Beardmore & Co., Glasgow; General Electric Co. of London, Birmingham and Manchester; Mather & Platt Ltd., Salford; Blundell, Spruce & Co., Hull; The King's Norton Metal Co. Ltd., Birmingham; Yorkshire Railway Waggon Co., Ltd., Doncaster.

The aggregate capitalization of the concerns represented by the visitors was stated at $250,000,000 and the number of workmen concerned as over 80,000. It was the most important body of business men and manufacturers which had ever left Great Britain on a visit to any of the self-governing Colonies; and the intention was to make an exhaustive tour of the Dominion from coast to coast with a view to ascertaining the opportunities that existed for the establishment of branch factories, the openings for capital in industrial undertakings, and the possibilities of extending the market for British-made goods. The itinerary covered the period from leaving Liverpool on May 31st to the sailing from Canada on July 20th. The chief places visited were Quebec with Amherst, Truro, Kentville, Halifax and Sydney in Nova Scotia; Moncton, St. John and Fredericton in New

Brunswick; Montreal, with Ottawa, Toronto, Niagara, Hamilton, London, Brantford, North Bay, Cobalt and Port Arthur in Ontario; Winnipeg, Saskatoon, Edmonton and Calgary in the West; Banff, Laggan, Vancouver and Victoria in British Columbia; Lethbridge, Medicine Hat, Moose Jaw, Regina, Brandon and Winnipeg on the way back.

The Government appropriated $15,000 for the purposes of the tour, Boards of Trade and Municipal Councils everywhere entertained the visitors and Mr. John Boyd of Montreal was appointed to accompany the party while George Ham represented the C.P.R. On the voyage across Sir Thomas Shaughnessy addressed the travellers in terms of constructive Imperialism—urging them to study the industrial capabilities of Canada, to seek better fiscal arrangements at Ottawa in such lines of manufacture as cottons, to establish British branch industries throughout the country. At Quebec where they arrived on June 8th the visitors were officially welcomed by the Lieut.-Governor and others. Sir F. Langelier in his speech dwelt upon the resources of Quebec; Hon. Geo. E. Foster sent a message to Mr. Palmer welcoming the party to Canada; Mayor Drouin of Quebec dealt with Britain's skill in the domination of varied races and countries, evoking for instance, from French-Canadians "the warmest loyalty to the Crown and to British institutions"; W. A. Marsh, President of the Board of Trade and Mr. Nesbitt, Chairman of the local Branch of the Canadian Manufacturer's Association joined in the welcome. Here as elsewhere, at many similar receptions, Mr. Leonard Palmer was the eloquent spokesman of the visitors. At Montreal they were welcomed by H.R.H. the Duke of Connaught who told them they would find in Canada "the most loyal country of the British Empire."

Incidents of the tour included a study of the Fruit region in Nova Scotia and of the manufacturing concerns in Cape Breton; the statement by J. N. Vickers, after seeing the Dominion Steel Works, that "Canadian steel products should have a tremendous field in supplying South American railways with steel rails"; a wide and varied presentation in the West of real and, occasionally, unreal opportunities to invest in real estate; a visit in Toronto to the Massey-Harris Co. factories; the study at Edmonton of industrial sites and possibilities; a banquet in Victoria (July 5) at which Sir R. McBride welcomed the visitors and they were told much of the Mines, the Fisheries and Lumber of British Columbia; an expressed tendency amongst the travellers to speak of the Maritime Provinces as being fully as attractive to settlers and investors from England as the West. Amongst the chief individual members of the Party were James N. Vickers, G. T. Neilson, Frederick Dowson, A. B. Blumford, D. McLagan, Alfred Moorhouse, J. K. Annandale and Thos. Davidson.

The Scottish Teachers came to Canada in August and were welcomed at Quebec and Montreal; visited the Macdonald College at Ste. Anne de Bellevue and other points of interest in French Canada; were formally received by the Mayor and corporation of Ottawa and entertained by the St. Andrew's Society; visited the National Park and the Muskoka Lakes; had formal Receptions in Toronto and saw

Niagara Falls; visited Hamilton and left for home on Aug. 17th after spending two busy weeks in Ontario and Quebec. Another British organization which was largely represented in Canada during 1912 was the Federated Brotherhood—a religious, non-conformist Association with 750,000 members. It sent out 125 delegates to help in the formation of a Canadian Brotherhood. They were in Quebec on May 8th, Montreal on the 9th, Ottawa on the 10th, Toronto on the 11th and 12th; they then visited the Falls and Hamilton and sailed for Bristol on May 15th. The large group of financial men brought over by Mr. A. M. Grenfell to see and study the opportunities of the West was another event of the year in this respect. It included Earl Stanhope, Sir Wm. Garstin, Sir Arthur Lawley, Earl Winterton, M.P., General Sir Ronald Lane and others.

The chief individual visitor of 1912 was, perhaps, the Rt. Hon. Walter H. Long, M.P., one of the Leaders of the Unionist Party, a man who proved himself a courageous and unflinching exponent of his views and a strong speaker along Imperial lines. His tour of Canada included Toronto, Montreal, Ottawa, Winnipeg, Edmonton and Calgary, Vancouver and Victoria and portions of the interior of British Columbia. It was 25 years since he had before visited Canada and the change was described as marvellous. To the Montreal *Star* correspondent at New York on Aug. 16th Mr. Long gave an interview in which he eulogized Mr. Borden as being "an excellent, courageous, straightforward and plain-spoken statesman who had won the confidence of the British people" and declared that any Naval gift from Canada should be supplementary and not a substitution in the existing programme. With him was his wife, Lady Doreen, and Major Morrison-Bell, M.P. Sir Henry Pellatt placed a private car at the disposal of the visitors for their Western trip and he, with Lady Pellatt, accompanied them throughout the greater portion of it.

Mr. Long spoke in Winnipeg on Aug. 28th and was emphatic as to the dangerous possibilities of war, as to the evils of the Home Rule Bill and the advantages of Imperialism; at Vancouver he addressed the local Orangemen on Home Rule (Sept. 18) and declared that the situation in Ireland would be the same as if Ontario and Quebec in Canada had separate Customs and Post Office regulations—while it also included a British vote of millions annually to the Irish Exchequer with exemption from the upkeep of the Crown, the Army and the Navy; at the Canadian Club in Montreal (Oct. 7) and the National Club, Toronto (Sept. 27) he spoke in strong political terms declaring at the former meeting that Ulster would fight if forced to do so by its hereditary enemies and at the latter that the Canadian electoral victory of Sept. 21st, 1911, was "the greatest event in Imperial history since Waterloo."

These references were keenly criticized by a part of the Liberal press. Other addresses in Toronto were made before the Canadian Club, the Empire Club and at a great meeting in Massey Hall on Sept. 27th. Here Mr. Long received an ovation, delivered a really powerful speech of denunciation against Home Rule and declared

that on this and other occasions he had not been talking as an Englishman to Canadians but as one Empire citizen to another upon matters fundamental to their unity. On his return home, Mr. Long told the press (Oct. 18th) of his Canadian tour: "My greatest surprise was the concern which was shown with regard to the Navy, and the desire that the people of Canada should be partners in Imperial defence. The shopkeeper and the man in the street were just as keen as the heads of great business and commercial undertakings. Everywhere you met the same determined Imperial instinct. . . . At the same time the feeling of Canadians toward the old Homeland is more than skin deep. It is a profound and enduring passion, almost a religion. It stirs your blood to hear them talk."

There were other important visitors whose utterances are referred to elsewhere. Sir Arthur Lawley of Indian and South African fame and experience spoke with striking force and eloquence at a meeting in Ottawa on Aug. 27th. Sir W. Laurier had dealt with peace and the need of peace; Sir Arthur commenced by declaring that Europe was one vast armed camp. "Germany is the first Military and the second Naval Power of the world; she is straining every nerve to increase her efficiency as a fighting machine; she is doing all this with no visible purpose. In spite of what has been said this afternoon I find it difficult to escape the conviction that at any moment England may be embarked on a struggle of colossal magnitude in which her very existence will be at stake. A continental war, whatever its duration, whatever its issue, would have a paralyzing effect on Canada. There are also wider horizons. On the horizon of the Far East, are millions of dark, twinkling eyes—watching, watching, watching—like molten masses in the crater of a vast volcano, which at any moment may rush off in fire, frenzy and utter devastation. After the manner of our kind, we do not heed this," said the speaker, "it is so much more comfortable to prattle about the era of perfect peace on which we have embarked, or on which we are about to embark, I am not quite certain which. . . . In point of fact the most potent factor for peace to-day is the British Navy. The more its power of offence is augmented the more its efficiency for maintaining the peace of the world is increased." The Duke of Sutherland spent several months in the country, visited his Alberta estate and organized the British Canadian Colonization Co. at Winnipeg with Sir W. Mackenzie, Sir W. Whyte, A. M. Nanton and other associates. To the Victoria *Colonist* of May 31st, His Grace referred to certain misrepresentations of his object in acquiring Canadian interests and gave this definite statement:

I am an Englishman and my object in coming to Canada and taking up land is to help my fellow-countrymen and give them a chance here of doing what they would never be able to do at home. That end cannot be accomplished by any feudal system. Of course, it is true that I have purchased land in Canada. I have three or four thousand acres around Fort George, and I have three or four thousand acres at Brooks, Alberta. But my idea is not one of peasant tenantry, as has been suggested, but

one of British settlers in possession of their own homesteads and farms. Canada is a British country and I want it to remain so, and my object is to encourage British settlement by purchasing tracts of land suitable for agricultural purposes, and selling—selling, not renting—it to Britishers at a reasonable price in order to encourage them to come here. What land I purchase here is for that purpose. There is no speculation about it.

The ready-made farm idea which he desired to carry out and which had been started at Brooks was described as follows: "These farms are small, capable of maintaining in ease and comfort a family of Britishers, if properly looked after. No extra labour will be required on them, and consequently no extra expenses will be incurred by the owners. The property has been divided up and already a number have been taken by settlers from the Old Land. At Fort George I propose to develop my holdings in a similar fashion with the same object in view."

Lord Milner supplemented his Canadian tour of 1908 by coming to Halifax and St. John in the Autumn and addressing the Canadian Clubs there. At Halifax, on Sept. 26th he urged that Imperial questions be divorced from local issues; pleaded for less partisanship in matters concerning the whole Empire as was the case in Britain over its Foreign policy; suggested cautious but practical and persistent steps in Empire building. It was the address of a statesman and diplomat combined. At St. John on Sept. 30th he dealt with the necessity of being prepared for war: "Modern wars, fraught with terrible suffering while in progress are decisive in their results, affecting permanently the course of history and the relations of people. In consequence of the tremendous effects of modern wars we should bear cheerfully the enormous cost of preparation for war, so that when the supreme trial comes the nation may put forward its maximum strength. Then there is the internal consideration—the effect of preparedness for war upon the character of a nation. My own personal belief is that so far as the physique and character of a nation is concerned, universal military training is of great benefit. . . . There is also the external consideration—the effect of national power upon a nation's position in the international struggle. There is a continuous struggle among nations for a better place under the sun. At present, it is true, the great percentage of international controversies are settled by diplomacy; but the success of diplomacy depends in the last resort upon the fighting strength behind it." As to the rest, closer union meant greater British power, limitation of complications abroad, a firmer and more assured diplomacy. "A consolidated Empire will present an irresistible power to foreign nations, free the statesmen of Britain from many causes of anxiety, free them from the necessity of taking many precautions, or running the risks of entangling alliances." Sydney was also visited and the Dominion Steel Works inspected; Charlottetown, P.E.I., had a brief visit and at Fredericton the students of the University of New Brunswick were addressed on Oct. 1st.

A visitor of a very different type was J. Keir Hardie, M.P. Fresh from assailing the King in the *London Pioneer* of Jan. 5th and describing the Throne as "a symbol of imbecility," he came to Canada with a view to advising its Labour men and organizations to have nothing to do with Empire defence or closer Imperial unity. At Montreal (Oct. 19) he denounced the "war scare" as a device of capitalists to check democracy. As to the rest: "It isn't reforms we are after, it's freedom. Only Socialism can bring freedom." He spoke also in Toronto, Guelph and other places. It is impossible to do more here than indicate by a List the number of prominent people who came to Canada in 1912; the latter speaks for itself and, though not absolutely complete, will prove British interest in the country better than volumes of comment:

Sir George Newman, M.D.
A. M. Grenfell.
J. W. Dennis, ex-Mayor of Westminster.
Sir Charles Hunter, Bart., M.P.
Sir James Outram, Bart.
W. H. K. Redmond, M.P.
Rt. Hon. R. C. Munro-Ferguson, M.P
Ian Hamilton-Benn, M.P.
Lieut.-General Sir R. Baden-Powell.
Sir A. H. L. Fraser, K.C.S.I.
Sir Lambert H. Ormsby, M.D.
Clive Morrison-Bell, M.P.
Rt. Rev. Dr. George Walpole, Bishop of Edinburgh.
Cosmo Hamilton.
J. Havelock Wilson, ex-M.P.
G. Pailiser Martin, Chairman Bristol Chamber of Commerce.
Rt. Rev. W. Boyd Carpenter, ex-Bishop of Ripon.
Sir Thomas Lipton, Bart.
Sir Henry Craik, M.P.
The Duke and Duchess of Sutherland.
J. W. Wilson, M.P.
F. E. Smith, K.C., M.P.
S. Hill-Wood, M.P.
Lady Rosemary Leveson-Gower.
Sir Robert Anderson, ex-Mayor of Belfast.
Faithfull Begg, ex-M.P.
Sir Arthur Whittlegge.
Lord Vernon.
The Earl and Countess of Onslow.
Sir Bertrand Dawson.
Prof. Gilbert and Lady Mary Murray.
The Marquess and Marchioness of Exeter.
The Earl of Leitrim.
Lord and Lady Ashburton.
Sir George McRae, ex-M.P., Chairman Scottish Local Government Board.
Sir Kenneth Anderson, Chairman of the Orient Line.
Principal D. L. Ritchie of Nottingham.
Rev. R. Moffatt Gantry.
Lord Sackville.
Ernest Craig, M.P.
Mr. and Mrs. Pethick Lawrence.
Major-Gen. Sir R. B. Lane.
Sir George C. Marks, M.P.
Sir Thomas Robinson.
Col. Sir Edmond Antrobus.
Alfred Bird, M.P.
G. C. H. Wheler, M.P.
S. J. Hoare, M.P., and Lady Hoare.
Canon Hensley-Henson.
Sir Charles Johnston.
Hon. Thomas Boscawen.
J. W. Hills, M.P.
The Duke of Leeds.
Sir Frederick Lely.
P. H. Kerr, Editor of *The Round Table.*
Sir John Kirk.
H. Page Croft, M.P.
Lord Congleton.
Hon. Rupert Guinness, M.P.
Francis Neilson, M.P.
F. W. Goldstone, M.P.
Rev. Father Bernard Vaughan.
Sir Thomas Skinner, Bart., Deputy Governor Hudson's Bay Co.
Rt. Hon. Sir T. P. Whittaker, M.P.
The Earl of Rothes.
Miss A. M. Wingate, Y.W.C.A.
Hon. Sir Arthur Lawley, Governor of Madras.
Henry Vivian, ex-M.P.
J. M. Watkins of *The Statist.*
Sir Wm. Wiseman, Bart., M.P.
Sir George Armstrong.
W. Rees Jeffreys, Hon. General Secretary International Road Congresses.
Sir Ralph P. Ashton.
W. Waldorf Astor, M.P.
Lord Chesham.
Sir Edward P. Duncombe.
Sir Richard Evans, M.P.
Sir John and Lady Harrington.
Lord Loughborough.
F. Townsend, M.P.
Sir Wm. Wilcocks.
Lord Claud Hamilton, M.P.
Lord Clinton.
Earl Winterton, M.P.
Sir Hector C. Cameron, M.D.
Sir Wm. Bull, M.P.
Earl Stanhope.
Major-General Coombe, C.B.
L. Worthington-Evans, M.P.
Hon. Reginald Wyndham.
Col. G. A. Gibbs, M.P.
Sir Frank Wills, Lord Mayor of Bristol.
Lord Richard F. Cavendish.
Sir Phillip Sassoon, Bart., M.P.
J. Norton Griffiths, M.P.
Hon. Jasper Ridley.
Charles Buchanan.
Sir George Murray.
Lord Alastair Leveson-Gower.
Sir Wm. Garstin, G.C.M.G.
Rear-Admiral A. G. Tate.
Sir John Langman.
Hon. Cyril Ward.

Rev. Wm. Lindsay, M.A., of Glasgow.
Rt. Hon. Henry Chaplin, M.P.
Sir Edward W. D. Ward, G.C.M.G.
Colonel Pryce-Jones, M.P.
Hon. T. L. McClintock Bunbury.
Colonel J. Barton, M.V.O.
Sir Herbert Roberts, M.P.
Sir R. G. Harvey, Bart.
Sir Henry Lennard.
Lord and Lady Hindlip.
Sir John and Lady Struthers.
Sir George Askwith.
Colonel the Hon. H. Trefusis.
Colonel John Barlow.
Sir W. Howell Davies, M.P.
Lord and Lady Brooke.
Col. B. M. Blennerhassett, C.M.G.
Dr. W. A Chapple, M.P.
Hon John Gordon, M.P.
Sir George Doughty, M.P.
Lady Gwendolen Guinness.
J. Allen Baker, M.P.
Lord Montagu of Beaulieu.
Prof. Sir Wm. Ramsay.
Sir Harold Boulton, M.V.O.
A. M. Rowntree, M.P.
George Rhodes, K.C.
M. Archer-Shee, D.S.O., M.P.
Sir Edward Richardson.
Viscount Combermere.
Hon. C. T. Mills, M.P.
Hon. T. C. Agar-Robartes, M.P.
Colonel Sir J. Bingham.
Norman Craig, K.C., M.P.
Sir Arthur Downes.
Hon. James Ogilvy Grant.
Sir John and Lady Lynch.
Sir W. E. Priestley.
W. Dudley Ward, M.P.
H. Hamilton Fyfe.

IMPERIAL INCIDENTS OF CANADIAN CONCERN

Apl. 30.—Sir Joseph G. Ward, Premier of New Zealand since 1906, resigns and is succeeded for a brief period by Hon. T. McKenzie.

May 3.—The London *Chronicle* publishes a long letter from J. H. Haslam of Regina urging a complete Federation of the Empire. "I believe that there should be a super-Parliament with a unit of representation of about 250,000; that this body should sit in London; that a Committee of this body which would correspond with the present Executives of the different parts of the Empire should have control of all Empire matters; and that each Executive should be represented on that Committee. The present Parliament at Westminster should have precisely the same position regarding the Empire as a whole, as the Parliament at Ottawa, the Australian Commonwealth Parliament, the Parliament at Wellington, or the Parliament at Cape Town." There should not at first be taxing powers in this new body but its supplies be voted by the other Parliaments of the Empire.

May 18.—The Marathon Test Race from Windsor Castle to Stamford Bridge (26 miles, 385 yards) is won by James Corkery of Toronto in 2 hours, 36 minutes, 55 seconds and a record made.

July 6.—The short-lived McKenzie Administration in New Zealand is defeated in the Legislature by eight votes and the Liberals go out of power after 21 years of office. Mr. Massey, the Conservative Leader forms the following administration:

Prime Minister, Minister of Lands, Agriculture and Labour	William Ferguson Massey.
Minister of Finance, Education and Defence	James Allen.
Minister of Railways and Native Minister	William Herbert Herries.
Attorney-General and Minister of Justice	Alexander Laurence Herdman.
Minister of Public Works and Mines	William Fraser.
Postmaster-General, Minister of Public Health and Hospitals	Robert Heaton Rhodes.
Minister of Customs and Marine and Old Age Pensions	Francis M. B. Fisher.
Minister of Internal Affairs	Henry Dillon Bell.
Minister representing the Native Race and in charge of Tourist and Health Resorts	William Ngaira Pomare.

Aug. 13.—The arrival in New Zealand is reported to the Department of Trade and Commerce of 30 Canadian farmers who say they did not like the Canadian climate.

Oct. 24.—According to a statement in the London *Standard* 631 new Fellows of the Royal Colonial Institute are elected—those from Canada including Sir Mackenzie Bowell; the Hon. Martin Burrell, Minister of Agriculture; the Hon. Frank Cochrane, Minister of Railways; Mr. J. Castell Hopkins, the Hon. J. J. Foy, and Mr. F. W. Field of Toronto; the Hon. Rodolphe Lemieux, ex-Postmaster-General; Sir William Mackenzie of the Canadian Northern Railway and the Hon. G. H. Perley of Ottawa.

Nov. 19.—Sir Thomas Smartt, Leader of the South African Opposition, states at Johannesburg that the present Imperial contribution of South Africa was disgraceful to contemplate. The stronger the Fleet the greater their security. "The policy on which the Empire ought to depend should be the good faith and the recognition of their obligations by the Dominions beyond the Seas." He urges that South Africa should be placed alongside Canada, Australia, New Zealand and the Federated Malay States and any Government scheme in that direction would have the wholehearted support of his party.

Dec. 20.—Following the South African crisis caused by the retirement of General Hertzog, Minister of Justice and Native Affairs, General Botha succeeds in forming a re-organized Ministry as follows:

Premier and Minister of Agriculture	Rt. Hon. Louis Botha.
Minister of Justice and Native Affairs	Hon. J. W. Sauer.
Minister of Finance and Defence	Hon. Johannes Smuts.
Minister of the Interior and of Lands	Rt. Hon. A. Fischer.
Minister of Mines and Education	Hon. F. S. Malan.
Minister of Railways and Harbours	Hon. H. Burton.
Minister of Posts and Telegraphs and Public Works	Sir Thomas Watt.
Minister without Portfolio	Sir D. P. de Villiers Graaff.

General Botha makes a statement in *The Volkstein* as follows: "Mr. Hertzog has gratuitously and unnecessarily put the question whether interests of South Africa should take precedence over those of the British Empire. This question should not have been put. There was no reason for putting it, nor should any reason for it arise in the future. The true interests of South Africa are not and need not be in conflict with those of the Empire from which we derive our free Constitution."

Dec. 31.—The British Census of Production in the United Kingdom, completed in 1912 but dealing with 1907, includes the following figures:

Output (including Agriculture and Fisheries)	£1,448,000,000
Estimated Consumption of Output at Home	1,000,000,000
Total Income of People	2,000,000,000
Manufacturing, Mining and Building Capital	1,500,000,000

Dec. 31.—The *Statistical Abstract* for the British Empire shows its total population in 1881 to have been 303,694,000 and in 1911 416,318,000. The increases were partly as follows: India from 253,561,470 to 314,955,240; Australia, 2,250,194 to 4,455,005; New Zealand, 489,933 to 1,008,458; Canada, 4,324,810 to 7,081,869; Natal, 402,687 to 1,191,958; Cape Colony, 720,984 to 2,568,000; Orange River Colony, 387,315 to 526,906; Transvaal, 1,269,951 to 1,676,611.

Dec. 31.—The chief appointments of the year 1912 to Governmental positions within the Empire were as follows:

New Zealand	The Earl of Liverpool.
Western Australia	Major-General Sir Harry Barron.
Newfoundland	Walter E. Davidson, C.M.G.
The Seychelles	Lieut.-Col. C. R. M. O'Brien, C.M.G.
Bermuda	Lieut.-Gen. Sir George M. Bullock.

British Guiana	Sir Walter Egerton.
Northern and Southern Nigeria	Sir Frederick Lugard.
The Gold Coast	Sir Hugh Clifford.
High Commissioner of the Western Pacific and Governor of Fiji	Sir Bickham Sweet-Escott.
Hong-Kong	Sir Henry May.
The Bahamas	G. Haddon-Smith.
East African Protectorate	H. Conway.
New South Wales	Sir Gerald Belfield Strickland.
Bengal	Lord Carmichael.
Tasmania	Rt. Hon. W. G. Ellison-Macartney.

Dec. 31.—Changes in the Constitutional Governments of the Dominions were as follows—outside of those elsewhere dealt with—in 1912:

Prime Minister, Victoria, Australia	Hon. W. A. Watt.
Leader of Unionist Party in South Africa	Sir Thomas Smartt.
Prime Minister of Queensland, Australia—Returned to Power	Hon. D. F. Denham.
Prime Minister of Tasmania, Australia—Returned to Power	Sir Elliott Lewis.
And succeeded by	Hon. A. E. Solomon.
Premier of South Australia	Hon. A. H. Peake.
Representative of Natal in South African Government	Sir Thomas Watt.
High Commissioner for New Zealand in London	Hon. Thomas McKenzie.
President Legislative Council of Newfoundland	Hon. John Harris.

Dec. 31.—The Royal Honours of the year which interested or concerned Canadians were as follows:

K.C.M.G.	Colonel John Morison Gibson, K.C.	Toronto.
K.C.M.G.	Joseph Pope, C.V.O., C.M.G., I.S.O.	Ottawa.
C.M.G.	Thomas Cooper Boville	Ottawa.
Privy Council	Robert Laird Borden, K.C., M.P.	Ottawa.
Baronet	Lionel Phillips, M.L.A.	South Africa.
C.M.G.	D. W. Prowse, D.C.L.	Newfoundland.
Knight	Edmund Boyd Osler, M.P.	Toronto.
Knight	Rodolphe Forget, M.P.	Montreal.
K.C.M.G.	Hon. Rodmond Palen Roblin	Winnipeg.
K.C.M.G.	Hon. Richard McBride	Victoria
C.M.G.	John McDougald	Ottawa.
C.M.G.	John Melville Macoun	Ottawa.
Knight	Hon. Joseph Dubuc, LL.D.	Winnipeg.
K.C.B.	Lieut.-Gen. Sir E. T. H. Hutton, K.C.M.G.	London.
I.S.O.	William Henry Walker	Ottawa.

Dec. 31.—The following Canadian appointments as Knights of Grace in the Order of the Hospital of St. John of Jerusalem were sanctioned by the King in 1912:

Colonel Sir H. M. Pellatt, C.V.O.	Toronto.
Major Charles A. Hodgetts, M.D.	Ottawa.
Hon. Sir Francois Xavier Langelier	Quebec.
Mr. D. R. Wilkie	Toronto.
Lieut.-Col. F. Minden Cole	Montreal.

Ladies of Grace were also appointed as follows: Lady Mount Stephen, Mrs. S. Nordheimer of Toronto, Lady Drummond and Mde. F. L. Béique of Montreal, Lady Tiley of St. John. Sir Henry Pellatt was appointed Commissioner in Canada for the St. John Ambulance Brigade with Dr. C. J. Copp, Assistant Commissioner for Ontario, and Major Francis Vaux for Manitoba.

Dec. 31.—Miscellaneous appointments or Honours of the year included the Lambeth Degree of Mus.Dr. for Percival Illsley of Montreal; an Honorary LL.D. at Dublin University for J. J. E. Guerin, M.D., and Dr. Wm. Peterson, C.M.G., of Montreal; election of Archibald B. Macallum to the Beit Memorial Fellowship for Medical Research; appointment of F. C. T. O'Hara, Ottawa, as Fellow of the Royal Statistical Society.

Dec. 31.—The following deaths of Empire interest occurred during the year: Sir Wm. Austin Zeal, K.C.M.G., Australian politician, on Mch. 13; Sir John Logan Campbell, New Zealand pioneer, on June 22nd; Sir Julius Charles Wernher, Rand magnate, on May 21.

CANADIAN INCIDENTS OF IMPERIAL CONCERN.

Mch. 17.—Sir Henry Pellatt, Toronto, President of the British Society of Knights-Bachelor, gives a Dinner in honour of Sir Wm. Bull, founder of the organization, and it is stated that the King has permitted a change in the title to that of Imperial Society of Knights.

Mch. 29.—Hon. W. J. Roche, Secretary of State, speaks officially in the Commons as to charges against His Majesty's Gunboat *Widgeon* made by certain Canadian Missionaries in China. Sir John Jordan, British Minister at Pekin, had reported to his Government as follows:

> He states that the missionaries, with other refugees from Chung Tu, having left that place on board a number of junks instead of on the steamer which had been sent under escort of the *Widgeon* to take them safely past Hokiang, were fired on in passing the latter place. Sir John Jordan considers that their refusal to embark on the steamer provided for the purpose was unquestionably responsible for what occurred. He points out that a vessel under steam in a difficult river like the Yangtse, cannot adapt her pace closely to that of a fleet of Junks and he unhesitatingly expresses the opinion that Commander Brooke's efforts on behalf of the party merited their appreciation and not their condemnation.

May 23.—Empire Day is celebrated by 20,000 pupils in the Public Schools of Winnipeg with the unveiling of portraits of local and Imperial personages in the schools named after them, with many patriotic speeches and with the presentation of a Union Jack to one of the Collegiate Institutes by Major Holman, an Australian Officer, on behalf of the town of Culcairn, N.S.W.

June 7.—An official communication from the Rt. Hon. Lewis Harcourt, Secretary of State for the Colonies, is made public addressed to H.R.H. the Governor-General and dealing with the much discussed Flag question:

> I have the honour to transmit to Your Royal Highness a copy of a letter in regard to the Flag which should be used by private persons who are British subjects. I should be glad if you would be good enough to cause the public to be informed that the Union flag is the National flag of Canada as of all other parts of His Majesty's Dominions and may be flown on land by all British subjects and that the red ensign, with the arms of the Dominion of Canada in the fly, is intended to be used only by Canadian merchant vessels.

Some Canadian newspapers criticize this letter and statement and urge the continued flying of the Merchant Marine flag—notably the Vancouver *Sun* of June 10th which describes the letter as an infringement of self-government in the Dominions. The Montreal *Herald*, the Winnipeg *Free Press*, the Montreal *Witness*, the Toronto *Globe* take somewhat similar ground. Sir Joseph Pope issues an able pamphlet in support of the Union Jack as the flag of Canada.

Aug. 7.—The Toronto *Globe* offers this idea of the British Empire: "It is an alliance of free nations. Its ties are indeed slender, but they are ties of love and life. It is bound not by the heavy

yoke of a driven bargain, but by the glad allegiance of each of the daughter nations to the Mother Country, and of all to the rights and liberties of each. The permanent unity of the Empire depends on the freedom and untrammeled self-government of each of its parts."

Aug. 29.—It is announced that the Canadian Branch of the Institute of Journalists, acting through its Chairman, Henry Bragg of Montreal, has invited the British Association of Journalists to visit Canada in 1913 and that the invitation has been accepted.

Aug. 31.—The Toronto *News* pays a high editorial tribute to the President of the British Empire League in Canada: "In Colonel George T. Denison who enters his seventy-fourth year to-day, Canada posseses a remarkable and distinguished personality, whose name is known throughout the British Empire and whose career is identified with the triumph of ideas which now dominate the British world. When Lord Milner at the banquet in Toronto a year or two ago declared that Joseph Chamberlain and George T. Denison were recognized as the chief protagonists of Imperial unity, he in no wise exaggerated the value and importance of the work done by the Canadian. It required strong conviction, an unfailing optimism and energy far beyond the average to challenge and combat the views that held sway for so many years."

Dec. 4.—The Montreal *Herald* deals with J. S. Ewart, K.C., and his anti-Imperial arguments as follows: "Mr. Ewart's arguments are pitilessly logical. They march in *echelon*, each one supporting its predecessor, and covering a little more ground. Nothing is forgotten. Nothing, that is, but sentiment. A mere trifle, you see, unworthy of any serious-minded man's attention. As reasoning creatures, we must be governed by reason and logic, not by considerations of race, or of language, or of national history, or of the hundred and one things which constitute our heritage as British-born people. Therefore, our author ignores these, and undertakes to blaze the pathway of Canada's immediate duty and future destiny by the light of pure reason. It can't be done, Mr. Ewart."

Dec. 31.—Amongst the Canadian-born Members of the British Parliament visiting Canada during the year were J. Allen Baker, Joseph Martin, K.C., and Donald Macmaster, K.C. Colonel Sir E. P. C. Girouard and Major-General, Sir Fred Benson were other visitors to their native land.

IMPORTANT EMPIRE BOOKS OF THE YEAR.

Life of Lord Wolverhampton	Hon. Mrs. Robert Hamilton	London:	Hutchinson.
Narrative of the Visit to India of Their Majesties King George and Queen Mary	Hon. John Fortescue	London:	Macmillan.
The Imperial Conference of 1911 from Within	Sir John G. Findlay	London:	Constable.
The Naval Annual, 1912 (Edited)	Viscount Hythe	Portsmouth:	Griffin & Co.
The Girlhood of Queen Victoria (Edited)	Viscount Esher	London:	Murray.
The South African Union	Basil Worsfield	London:	Pitman.
The Problem of Empire Governance	C. E. T. Stuart-Linton	London:	Longmans.
Life of David Lloyd George	H. du Parog	London:	Caxton.
The German Emperor and the Peace of the World	A. H. Fried	London:	Hodder.
The Indian Scene	J. A. Spender	London:	Methuen.
India Under Curzon and After	Laval Fraser	London:	Heinemann.
Indian and Home Memories	Sir Henry Cotton	London:	Nuwin Small.
Confederation of the British West Indies	Dr. Louis S. Meikle	London:	Sampson-Lowe.

III. DOMINION PUBLIC AFFAIRS.

Record of the Borden Administration in 1912

The Borden Government during 1912 had a clearly constructive policy and it introduced in Parliament considerable legislation of a character which it was not easy for even an aggressive and cleverly-led Opposition to strongly oppose. A Dominion Subsidy to the T. & N. O. Railway and grants in aid of Highways which, in conjunction with the important Tariff Commission measure the Liberals did oppose energetically and which the Senate disposed of; a Government construction of Terminal Elevators and the adjustment of Manitoba's boundaries with changes in those of Ontario and Quebec; the partial construction of the Hudson's Bay Railway with the undertaking of equipment for National Ports and the further deepening of St. Lawrence waterways; the appointment of Sir George Murray to advise in a re-organization of the Public Service; the preparation and announcement of a definite line of action in the Navy matter; the reconstruction of Western grain regulations and the arrangement of a Preferential treaty with the British West Indies; these were the outstanding items of policy or accomplishment.

The personal success of the Premier as a Party and Parliamentary leader was one of the features of the year—Opposition papers such as the Toronto *Globe* and the Ottawa *Free Press* frankly acknowledging this fact. On Jan. 1st the New Year Honours included an Imperial Privy Councillorship for Mr. Borden—the other Canadian members at the time being Sir W. Laurier, Sir C. Tupper, Sir R. Cartwright and Sir C. Fitzpatrick. During the ensuing months the Prime Minister received and heard many Delegations from all parts of the country, upon all kinds of subjects, and with an infinite variety of requests. Nine British Columbia Indians, led by J. M. Clark, K.C., of Toronto, asked (Jan. 8th) that an absolute title to the lands on which they lived be granted the Indians of that Province; an important body of commercial, railway and steamship men from Montreal waited upon the Premier on Jan. 24th and asked, in connection with current rumours as to changes in the Harbour Commission of that City, that no change be made—Messrs. Andrew Allan, R. W. Reford, W. Wainwright, J. H. Sherrard, J. E. McFarlane and H. Drummond being amongst those present.

On Feb. 8th, the largest Delegation since the coming of the Western Grain Growers, and including representatives of the Ontario Good Roads Association, the United Boards of Trade of Ontario and a large number of Municipal bodies, waited upon the Premier and his Government and asked for Dominion aid in the betterment of public highways. They were promised that Federal subsidies would be granted for this purpose. A large Deputation of lumbermen (Feb.

9th) urged the enforcement of the Tariff provision which was supposed to prevent the free importation of partly-dressed lumber from the Western States; a Delegation of Western Grain Growers was heard on Feb. 5th in connection with proposed changes in the Grain Act; a hundred members of Dominion Women's Christian Temperance Unions asked the Premier (Feb. 15th) for the prohibition, on physical and moral grounds, of the importation, manufacture, and sale of cigarettes in Canada. To these latter representations Mr. Borden pointed out the great difficulties in the way of enforcing such a law. "It seems to me that the control of parents over their children is not so strict as it was years ago. I should have liked to have seen any of the children of my Mother smoking cigarettes at the age of 12 or 14 years! It would not have been necessary to have prohibitive legislation in that instance. We shall endeavour to apply to the evil which has been brought to our attention such remedy as may be possible."

A large representation of Ontario Boards of Trade membership saw Mr. Borden and some of his Ministers on Mch. 11th and advocated Federal subsidies to the Provinces for the construction of good roads; the speedy construction of a larger and better Welland Canal; the improvement of waterways and harbours, generally, in Ontario; the construction of the French River section of the Georgian Bay Canal; the conservation and improvement of the St. Lawrence water route and protection of the levels in the Great Lakes; the construction of a St. Lawrence Canal system of 30 feet depth; the appointment of a Government Commission to report upon the development of water-powers along the International boundary line. To these important requests Mr. Borden said that the whole question of Canada's water transportation would be dealt with by the Government in a large and comprehensive way based upon the best expert advice which could be obtained. Another Deputation of 600 people (Mch. 14th) urged upon the Premier and his Ministers the construction of the Georgian Bay Canal. They were largely from the Ottawa Valley, Eastern Canada, and New Ontario, and presented, chiefly, the argument that the competition of the Panama and Erie Canals threatened to divert Canadian trade from existing channels. In his reply the Premier said: "Both the Welland and the Georgian Bay Canal projects are worthy of consideration by the Government and will receive that consideration, and I am sure that if we come to the conclusion that they are advisable the resources of Canada will be sufficient to carry out both undertakings."

Headed by L. T. Marechal, K.C., 100 representatives of South Shore (Quebec) municipalities saw the Premier on May 1 as to the Montreal Tunnel project and presented a petition asking for a Government guarantee of the bonds of the Company to the extent of $15,000,000 for 50 years at 4½ per cent.—in order to tunnel under the St. Lawrence and the City to Coté St. Michel with a terminal at Champ de Mars for use of all Railways. A Delegation from the Royal Society (June 7) suggested that negotiations be opened

with the Imperial Government, and through it with the Governments of other countries, to have the year consist of thirteen instead of twelve months; the advantage claimed was that all months would begin on Sunday, and any specific date of any month would occur on the same day of the week. In Quebec, on June 14th, the Premier received a large Delegation of citizens headed by D. O. Lesperance, M.P., which urged upon him the necessity for the Government to hurry Harbour developments as well as rush the completion of the eastern portion of the Transcontinental Railway; so as to prevent the grain traffic from taking other channels which would result in loss to Quebec and the Maritime Provinces. Mr. Borden was already on record as favouring—in a telegram to Mr. Pelletier on Apl. 26—the construction of a Dry-dock at Quebec as being "absolutely essential to the safety and efficiency of the St. Lawrence route" and he now pointed out, as to the Transcontinental Railway, that his Government would do all that was possible to hold traffic in Canadian channels but that it was the late Government which had refused certain safe-guards which he and his supporters had originally suggested.

In Toronto on Sept. 23rd, the Premier received a Deputation of women who demanded equal political rights for the Canadian portion of 16,000,000 women who were now asking the right to vote from various Parliaments. Mr. Borden pointed out that Federal elections were conducted according to the Dominion Franchise Act of about fifteen years ago with Provincial lists of voters used in such contests. For the present, therefore, the Suffragists would have to look to the Provincial Houses. Still, while the Federal body was unable to grant them any aid now, the Franchise Act could be repealed at any time and action taken upon the demands of the Delegation. He would, however, do no more than promise "consideration" of the request. At Ottawa, on Nov. 9th, Mr. Borden and the Minister of Labour received a Deputation from the Trades and Labour Congress and the Letter Carriers Association which asked for a Royal Commission to look into the condition of Steel workers in Nova Scotia, for legislation granting cheap and simple facilities in the formation of Co-operative bodies, for the repeal of the Lemieux Conciliation Act, the removal of the $200 deposit consideration from candidacy for the Federal Parliament, legislation to protect Union labels, and a demand for shorter hours and higher pay for postmen. A Deputation on Dec. 3rd asked for the deepening of the Trent Valley Canal and enlargement of its Docks between the head of Lake Simcoe and Georgian Bay. It was pointed out that C.P.R. boats now come to Port McNicholl, at the lower end of the Georgian Bay, and close to where the proposed Canal system would end. It was contended that grain could be loaded on small barges and carried across to Lake Ontario, thence down the St. Lawrence to Montreal.

The varied problems indicated by the proposals of these groups of men show how great the work was, and is, before the Prime Minister of a country like Canada. On Jan. 27th Mr. Borden had the official privilege of exchanging the first despatches by Wireless Tele-

graphy between Glace Bay, N.S., and Spain—his congratulations going to the Prime Minister of the latter country. He was in New York at Easter and thence went to Hot Springs, Virginia, for a brief rest. On Apl. 25th he joined President Taft in addressing, over the long-distance Telephone, a banquet of the American Associated Press in New York—the voices of the speakers being conveyed with great clearness to each guest by means of a personal receiver. Alex. Graham Bell and Thomas Edison were present at the Dinner. The President's speech was humorous. Mr. Borden's was serious with the following as an example of the truths which he expressed: "No nation, however advanced in its industrialism or powerful in its accumulated wealth, can long survive the shock of time except through the strength derived from the character of its people. That strength must assuredly be based upon faith and upon ideals." To the newspapers he spoke with precision:

> You should be the bulwark of democratic idealism. Honest and high-minded publicity is the most faithful friend of good government and there can be no effective public opinion on a great continent like this without the aid of a powerful, independent and uncorrupted press. To you have been given the ten talents, your power is great, and your opportunities as well. But equally great are your responsibilities. There is no more important factor in the future development of national life, whether in the United States or Canada, than the just fulfillment of these responsibilities. Speaking to the press of both countries, may I express my firm conviction that upon you depend in large measure the continued existence and strength of the happy relations which prevail between this great Republic and the Empire to which Canada owns a proud allegiance. Within a few years these kindred nations will fitly celebrate a century of peace. Let it be our hope and our prayer that in all the glorious years to come our only contest shall lie in a generous emulation to attain the highest standards of civilization and the noblest ideals of democracy.

At the annual Dinner of the American Society of International Law held in Washington on Apl. 27th Mr. Borden dealt with the relations between the two countries. There was no unfriendliness in the rejection of Reciprocity. It was largely a matter of dignity. "A standing offer of Reciprocity made by Canada and open for acceptance from 1878 to 1897, was not accepted by the United States. It must be apparent to all fair-minded men that in order to maintain our dignity, it was necessary to reject the offer made by the United States." He knew of 15 occasions when Arbitrators had satisfactorily adjusted slight disputes between the United States and Great Britain over Canadian territory. The Premier and Mrs. Borden reached Ottawa on May 1st and on the 14th they paid their first visit to Toronto since Mr. Borden's accession to office. The programme included a Civic luncheon and Address on the 14th with the laying of the corner-stone by the Premier of the new Y.M.C.A. Building and a great Banquet thereafter; a Reception on the 15th by the Women's Canadian Club at Convocation Hall and an address by the Premier; a Dinner at Government House on the 16th and a Reception for Mrs. Borden by the Toronto Women's Conservative Club; a United Empire Loyalist luncheon to Mr. Borden on the 17th and attendance in the

evening at the York Club's Ball in honour of H.R.H. the Governor-General.

In reply to the Civic address, the Premier made this statement: "I do not think the suggested divergence of sentiment between the East and the West need be regarded as more than a passing phase of our country's development. The same phenomenon has been observed in the United States. I am confident that the vast majority of the people of the Dominion desire Canada to remain united and to be a part of the Empire." At the Y.M.C.A. banquet where there were 800 guests and where Sir Edmund Walker also spoke, Mr. Borden was optimistic. "We realize that the Federal Government must have regard to the future development of any city in which Federal buildings are to be erected and that the character and location of these buildings ought to be considered from any standpoint of town-planning which may be adopted by the Civic authorities." To 2,000 women gathered in Convocation Hall, the Premier added: "In a country such as this there is bound to come a period when the spirit of the market-place is apt to dominate the attitude of the populace. Such a period we are now passing through and it is the duty of Canadian womanhood to so impress on the nation the fame, traditions, and ideals of the past that they shall never be forgotten. My message to you is to urge that the higher considerations which constitute the soul of a nation be never forgotten." Mr. Borden accepted the post of Honorary Vice-President of the United Empire Loyalist Association and told that organization that he hoped the Canadian people would be "actuated by the same faith and the same ideal" which had brought their ancestors to this country. In a message to the Empire Day issue of the London *Times* the Premier outlined his personal policy as follows:

> By assumption of the defence of our own territory; by the disposition to develop a system of sea defence warranted by the settled opinion of the country and such as will give the maximum of service in the defence of Canada; in assuring the greater security of the Empire by Subsidies to steamship lines between Canada and the Mother Country, as well as to the West Indies and the Australian communities; by contribution to the Pacific Cable and by proposals still to be consummated for cheaper Cable communication with the Mother Country; by the co-ordination of the military forces in Canada with those of the Empire; by initiating a system of trade preferences within the Empire—by these means and in a hundred other ways Canada has undertaken to assume her share in the governance of the Empire and in the development of its organization.

In Montreal, on June 12-13, the Premier spent time in looking into Harbour conditions and arranging other Government business. Thence he went to Grand Pré, N.S., for a few days (where his Mother lived) and to Halifax for a week; on the 26th the Premier left for his important English visit. Returning home the public Receptions and Parliamentary Session followed and on Dec. 19th Mr. and Mrs. Borden left Ottawa to spend a few weeks at Atlantic City. In Departmental matters Mr. Borden introduced some important changes in 1912. He arranged the appointment of Sir George Murray to inquire

into and report upon administrative conditions in the Departments of the Government. He passed legislation during the Session placing the Department of External Affairs under the Premier as Secretary of State for the new Department and with duties defined as follows: "The Minister, as head of the Department, shall have the conduct of all official communications between the Government of Canada and the Government of any other country in connection with the external affairs of Canada." The official Report of the Department (Mch. 31, 1912) was prepared by Sir Joseph Pope, Under-Secretary, and showed a wide range of matters coming under its consideration and including British, United States and West Indian relations. During the year, also, Mr. Borden as President of the Council presided over the Department of the Royal North-West Mounted Police and the annual Report of Oct. 31, 1912, showed a total in officers and men of 654, divided as follows: Alberta 252, Saskatchewan 335, Manitoba, Yukon and the Territories 67. During the 12 months there were 13,391 cases entered for trial by the Police with 11,435 convictions, 1,707 dismissed or withdrawn, and 249 still awaiting trial. By special legislation the Dominion Archives were placed under the jurisdiction of the President of the Privy Council but afterwards transferred to the Department of State while Dr. Doughty was raised to the status of a Deputy Minister. It may be added that during the Session of Parliament a Committee made up of medical men sitting in the Commons presented a strong statement to the Premier in favour of a Federal Health Department and including the following suggestions as to the work of such a Department:

1. The codification of all Legislative provisions and laws relating to the Public Health in Canada.
2. Dominion registration of all cases and varieties of human Tuberculosis and a systematic crusade against this evil.
3. Prosecution of Food and Milk adulterators and the preparation of more effective laws in this respect.
4. The standardizing throughout Canada of the quality of milk sold to the public.
5. Looking after the sanitary conditions of rivers, lakes and streams.
6. Medical inspection of Indians and Immigrants and the making uniform of Quarantine laws.
7. Preparation and enforcement of effective Dominion regulations regarding disinfection and fumigation of public cars and conveyances.

Whatever the Department which Hon. George E. Foster controlled in the Government it was bound to be an important one and that of Trade and Commerce in this year certainly proved to be the centre of large and useful activities. During this period, Mr. Foster re-organized the Trade Commission Service, re-arranged the system in Paris, France, and appointed Mr. Richard Grigg, British Trade Commissioner in Canada, and a well-known expert, as Commissioner of Commerce charged with the direction and oversight of the Service, the collection and publication of trade information and statistics, and the development of external trade. The support of Canadian Boards of Trade was also sought. The co-operation of British authorities was

obtained in placing the British Consular Service in active support of Canadian Commercial agencies; a Departmental Commission was appointed to inquire into existing bases for statistics of production and distribution throughout the country; the question of cheaper ocean insurance rates *via* the St. Lawrence was taken up by Mr. Foster with Lloyds; steps were successfully taken to effect a Preferential Tariff arrangement with the West Indies and negotiations were commenced along similar lines with Australia; assistance was given to bring a representative body of British manufacturers to Canada; a Government-owned Elevator at Fort William was undertaken and construction started; the Grain Act was prepared and passed with a view to the complete re-organization of the system.

This latter measure required much time, thought and consultative action. Its intricacies were many and varied and the Act of Mr. Oliver, late Minister of the Interior, which had not passed when his Government left office included 250 clauses and was, of course, superseded by this new and more elaborate measure. The main features of Mr. Foster's policy was the appointment of a Board of Grain Commissioners, the establishment of sample markets, the broadening of the Car-distribution plan and the introduction of the Government ownership principle into the Lake Elevator system. On Feb. 5-7 the Minister was in close consultation with representatives of the Grain Growers' Western organizations and he also discussed the subject with many other representative persons. The clause relating to distribution of cars in this measure was intended to aid in saving damp grain by the prompt rushing of cars to points of danger or congestion. Speaking to the Montreal Board of Trade (May 22nd) Mr. Foster drew attention to what his Department was trying to do for the country and what the country should try to do for itself. One of the latter points was a closer and more careful cultivation of extraneous markets by Canadian merchants and manufacturers; another was in a modification of existing conditions of trade under which the excess of Canadian exports over imports in 1903 was $4,000,000 and excess of imports over exports in 1912 $227,000,000.

Speaking in Toronto on Aug. 29th, the Minister declared that the Manufacturers were not doing their whole duty if they said: "We are doing $100,000,000 of business inside of Canada and making good profits out of it. There is a demand for $200,000,000 of our goods in Canada but we will go on making $100,000,000 and no more. We will let the demand for the other $100,000,000 go where they can supply it!" Mr. Foster made several changes in his Department during the year. One was the Government transfer of the Annuities Branch to the Post Office authorities and the cutting down of its expenditure; another was the taking of the Census and Statistics Branch from the Department of Agriculture and its re-organization under Mr. Foster's supervision. In his visit to England (June-July) the Minister made various important speeches and did some very effective work—notably in the Consular system arrangement. Speaking to the *Standard of Empire* on June 14th, Mr. Foster made this announcement:

I arranged before leaving Canada the conditions in connection with the establishment of a Line of Steamships from Demerara to Canada *via* the different West Indian Islands and also from Jamaica to Canada. Tenders will be called for based upon these conditions, and Steamship Companies in Great Britain as well as in Canada will be invited to tender. It is not, of course, the intention to build 24 knot-steamers for these services. They would be too speedy and consequently too costly for the work. It is proposed, however, to secure steamers of about 15 knots' speed specially built for the service and adapted to that trade, which is in many respects a special one.

On Aug. 5th, Mr. Foster arrived home and became Acting-Premier for a time. During the summer, Mr. Grigg was in Newfoundland on behalf of Departmental work and in April Volume I of the 5th Census of Canada appeared under the general auspices of this Department and the continued personal control of Mr. Archibald Blue. On Aug. 29th Mr. Foster addressed a Manufacturers' luncheon at the National Exhibition in Toronto and told them that while the tariff made it possible to start factories to supply the public demand, it implied also a compact whereby manufacturers undertook to meet all the consumption inside the protective wall. They had no right to say that by supplying half the demand, they made all the profits they desired, thus leaving the other half of the nation to get goods where they could find them. Of the eloquence shown in Mr. Foster's Parliamentary speech on the Naval question (Dec. 18th) much was said in the press of both sides. The summary of the St. John *Standard* (Cons.) may be quoted here: "It was, perhaps, the most brilliant in his career. It was laid out on ample lines and swept into its course a very large consignment of the whole subject. The splendid clearness of Mr. Foster's argument and his distinctive criticism of the Liberal counter-policy could not be excelled for effectiveness. It was a masterly performance."

The Minister of Militia and Defence—Colonel Sam Hughes—was much before the public in 1912. Aggressive in his work and enthusiastic in his views he made the Department an active element in public affairs. On Jan. 9th, the Garrison Club of Quebec banquetted the Minister and, in his speech, special attention was paid to the value of the Boy Scouts and Cadet Corps—a subject, indeed, which Colonel Hughes had greatly at heart. He addressed various meetings of Military, Rifle, Artillery and similar Associations during this part of the year and at the National Club, Toronto, told the officers of the local Garrison, on Mch. 22nd, what he would do or not do regarding local requirements. A Militia system so perfected that regular annual camps would become unnecessary, with local training made so complete by efficient drill in armouries and practice-fields that the civilian soldiers could be called out on the shortest notice for important manœuvres, was what he saw in the future. To a journal called *Canadian Defence,* the Minister, in May, contributed a remarkable article describing the upbuilding, or positive influences, for good in national life as being the Schools, Churches and Militia—the latter including the Permanent Corps, Active Militia, Cadets, Boy Scouts

and Rifle Associations. The demoralizing, or negative, factors were the intemperate use of liquors and tobaccos. The cost of Militia and Defence in Canada (1912-1913) was $1.15 per head; the cost of administering justice and dealing with the Army of Crime was (including Police, etc.) $1.75 per head.

At a Dinner given to the Minister by the Halifax Garrison on May 13th, Col. Hughes laid stress upon his intention not to allow commercialism to interfere with the defence of that City. Instead of demolishing existing forts new ones would be erected and the present ones strengthened. He proclaimed the Permanent Force to be not a standing Army but a University for the education of the Militia. During this trip, the Minister visited New Glasgow, Moncton, Fredericton, and St. John. To the St. John *Standard* he said on the 17th that funds had been provided for the drilling in camp of 40,000 Cadets during the current year and that, in Ontario alone, more than twice that number had volunteered to attend. "I believe that the boys should be put into some sort of training early in life. There is too much of a disposition to look down on the boys in such things as Cadet Corps. People are apt to forget that General Wolfe was adjutant of his Regiment when he was a mere lad. If boys can be taught to take a pride in themselves and their families early in life, and go under discipline, they are more apt to succeed and be better citizens. After all, self-control is the highest form of discipline and this Cadet movement largely aims to teach self-control."

During the year the Minister took high ground and maintained it sturdily against any Canteen system or sale of liquor within the Camps. On this point the Fairmount (Montreal) W.C.T.U., representing 300 members, wrote the Minister on June 18th, "to express to you our deep gratification at the decided stand you have taken *re* canteen abolishment and to congratulate you upon a course of action which, in our opinion, will have a far-reaching effect not only upon the character and morals of those who have already enlisted in the Militia, but also upon the members and social standing of future recruits." Col. Hughes dealt rather cleverly with the Bunker's Hill trophy matter. It involved a request by certain Massachusetts Peace Societies for the return of this gun which, in 1871, had been given to Canada by the Imperial Government for safe-keeping and since then had rested amid the fortifications of Quebec—to the great interest of American visitors. As soon as the subject became one for Executive action, the Minister communicated with the United States War Department and suggested a general exchange of trophies, a species of reciprocity in captured cannon, flags and banners. The American Government failed to appreciate the proposal and there the matter rested.

An interesting incident occurred on July 4th when Col. Hughes (a noted Orangeman) in presenting Colours at Montmagny to a local Regiment was joined by Armand Lavergne and Father Marois in expressions of loyalty to the British throne. An offer made at this time by the Imperial Government to defray expenses in connection

with a forthcoming visit of Canadian officers to the British military manœuvres was declined by the Minister of Militia on the ground that Canada should undertake such matters herself. In August Col. Hughes traversed the West and made various speeches—one, which is quoted elsewhere, dealt in striking manner with the German situation. At Victoria on Aug. 2nd he outlined strong views on the Imperial issue. "I need not tell this audience that the policy that commended itself to me long years ago was one King, one Empire, one Flag, and one great Imperial Navy." In September he visited England and attended the Military Manœuvres, accompanied by Col. W. E. Hodgins, Col. J. P. Landry, Lieut.-Col. C. Greville-Harston, Lieut.-Col. E. W. B. Morrison, D.S.O., Lieut.-Col. G. S. Maunsell and Major W Robertson—a representation of various branches of the Militia Service. Visits were also paid between Aug. 29 and Oct. 3rd to the Enfield Small-Arms Factory, to the Ordnance works at Woolwich, to Vickers Sons & Maxim at Erith, to the Portsmouth Coast defences, to the School of Musketry at Hythe, to the Coventry Ordnance works and the Chatham School of Military Engineering. On Oct. 5th the Minister, accompanied by Colonel Landry and Major Robertson, proceeded to Touraine where they witnessed the French Army Manœuvres. Every opportunity was given the officers by the British authorities to obtain information and gain experience.

The Minister was also presented on Sept. 20th—with the other Canadian officers—to H. M. the King and afterwards dined with His Majesty. Some negotiations were carried on for an interchange of officers during Camp drills and of visits between Home and Dominion regular and territorial forces. On the 25th Col. Hughes was entertained by the Army Council at Dinner and on the 28th he, himself, gave a Dinner at the Junior Army and Navy which was attended by Lord Dundonald, Sir Edward Ward, Sir Trevor Dawson of Vickers, Sir Lewis Michell of South Africa and many others. In his speech the Minister expressed the hope of seeing, some day, a real Imperial Parliament established. It may be added that the attendance at these Manœuvres was of an Empire character—Australia, South Africa and New Zealand being largely represented as well as Canada. At the close of the year (Dec. 3rd) Col. Hughes informed the Mayor of London, Ont., that owing to the local Board of Education having seen fit to refuse money for prizes to Cadets under the Strathcona Trust, on the ground that the Board did not believe in militarism in the schools, he (the Minister of Militia) could not see the desirability of spending $130,000 in London on a Federal Square and parade ground for the troops of the local garrison and that the offer made the City some time before would be rescinded. The annual Report of the Department, issued on Nov. 21st, described Canada's Militia policy as follows:

> The one object to be sought is preparedness for war—the possession of the power to mobilize at short notice a force of adequate strength, well trained and fully equipped, with added means for maintaining it in the field, during the continuance of hostilities, undiminished in numbers and

efficiency. Peace expenditure imposes limitations, and, in Canada, there are special difficulties to be overcome. Effort, however, is being concentrated on essentials, and, in certain directions, progress has been made; but much remains to be done before, from a military point of view, the situation can be regarded as entirely satisfactory.

The Hon. Frank Cochrane, Minister of Railways and Canals, was not fond of public speaking and did not say much during the year but he did some interesting and important things. It was announced on Jan. 14th that the Government, upon his recommendation, had decided to abandon all work on the much-discussed Newmarket Canal which had been intended to connect the town of that name with Lake Simcoe. It had cost about $500,000 and as much more would be required. Messrs. F. P. Gutelius of the C.P.R. and G. Lynch-Staunton, K.C., of Hamilton were appointed Commissioners to investigate administration and expenditures on the National Transcontinental Railway and, on Mch. 31st, it was announced that the Minister had decided the route of the proposed Welland Canal enlargements. An interim appropriation of $200,000 was made for preliminary work and the estimated total cost placed at between 45 and 50 millions. Mr. Cochrane was in Prince Edward Island on May 15th inspecting the local Government Railway and, on June 26th, he left Ottawa with an extensive programme of travel running into September. During this journey he proposed to see a good deal of the Dominion's northern regions and to make a comprehensive inspection of the National Transcontinental and the Grand Trunk Pacific from Quebec to Prince Rupert—or as much of the road as was completed for inspection. Following this he intended to take a boat at Winnipeg and make a tour of Hudson's Bay, touching at Nottaway River, Port Nelson and Fort Churchill.

During Mr. Cochrane's absence the Railway Department was administered by Hon. J. D. Reid. He was accompanied by Major R. W. Leonard, Chairman of the National Transcontinental Railway, Messrs. Gutelius and Lynch-Staunton and G. W. Yates, Private Secretary. There were various incidents of interest during this long journey. At North Bay on June 28th the outside service of the Ontario Department of Lands, Forests and Mines, formerly administered by Mr. Cochrane, presented the Minister with a rich cabinet of silver, containing two hundred pieces. To the Victoria *Colonist* on July 12th Mr. Cochrane stated that a Minister should know the country by personal travel and that he had visited during the year every Province of Canada. He intimated that Port Nelson would be the Hudson's Bay Railway terminus. After visiting various points on the mainland and Prince Rupert, the Minister told the Vancouver *Province* (July 18th) that the trip had been an "an eye-opener." "You have here in the West a glorious country, and you have a great work in front of you to keep it true to British institutions in the face of the great influx of foreign immigration. I am travelling through the country to become acquainted with its problems so that I can

report to the Cabinet and help them in their work of becoming true stewards of the trust you reposed in them."

To a Moose Jaw meeting on July 26th, he stated that deputations were coming to him daily of farmers who had to haul as much as 5,000 bushels of grain 60 miles to a Railway. "That will have to be changed." At Winnipeg on Aug. 1 a large deputation asked the Minister to open the Transcona Railway shops. Thence (Aug. 19) he started for Port Nelson on a canoe trip of 500 miles and after traversing Hudson's Bay on the steamer *Stanley* proceeded through the Straits and down the Labrador Coast to Sydney, N.S. He reached Montreal on Sept. 5th. On Sept. 29th it was announced at Ottawa that the contract for the last section of the Hudson's Bay Railway had been let and that the road would be completed in 1914. In October, the Minister inspected the Welland Canal, and a little later it was announced that plans were nearly completed for making this the largest Canal in Canada with lock-walls similar to those of the Panama.

On the 30th of that month Mr. Cochrane was in Halifax where he stated at a luncheon that his plans included big Harbour works for that City. "These are to extend for one and a half miles along the Harbour front and will consist of six piers, 1,250 feet long and 300 feet in width, with a capacity to dock at least thirty ships. There will be one bulk-head loading pier, 2,000 feet in length, at which ocean greyhounds land. This pier will be equipped with immigration buildings, sheds and a grain elevator. A new Union passenger station will be erected at the end of Hollis Street, which will be of ample size and suitable architecture. These terminals will be approached by a double tracked railroad." Various important matters were dealt with by the Minister, including problems arising out of National Transcontinental construction, the increase of C.P.R. capital, and the appointment of Commissioners to investigate the granting of passes on the I.C.R. The total Railway expenditure of the year, ending Mch. 31, was $35,907,972.

Mr. F. D. Monk completed his brief administration of the Public Works Department in 1912. Since taking office his personal opinions had been much canvassed in Quebec and in Parliament. The Liberals attacked him for alleged Nationalist views and, in the House, on Feb. 9th for his appointment of G. N. Ducharme, President of the *Le Devoir* Company, to the Commission for investigating the Departments. Mr. Monk proceeded quietly with his duties and paid little attention to these and other attacks. Replying to a Deputation from the Dominion Marine Association on Feb. 16th which urged that no rights be given to private water-power corporations which might interfere with St. Lawrence navigation he admitted the urgent importance of the matter. The whole question was under consideration, and he agreed with the Association that in no case should the interests of navigation be interfered with. Mr. Monk stated that in the past year the former Government had appointed a Commission which was known as the St. Lawrence River Commission, and the duties of which were "to

examine and harmonize the conflicting interests of navigation and power development." The Commission, in his opinion, should have power not only to harmonize, but to investigate, and it was his purpose to re-organize it entirely.

Early in March the Report of Mr. Louis Coste as to the Harbour Works of Victoria, B.C., was made public and it was announced that Mr. Monk proposed to make Victoria a national port, a great western gateway of the Dominion and perhaps, in time, a free port. Progressive construction which allowed provision for enlargement was to be the method, as the trade developed, and no time was to be lost in beginning the work. On Oct. 18th a contract for building the local breakwater was awarded to the firm of Sir John Jackson, Ltd., at a cost of $1,800,000. At a Chambre de Commerce banquet in Montreal, on Apl. 25th, Mr. Monk endorsed the construction of the Hudson's Bay Railway and approved the Georgian Bay Canal project. "For the advancement of Montreal and the development of the Province of Quebec it is important, as the Grand Trunk Pacific line does not run through this City that Montreal should have direct connection by a branch line and, going on from the Transcontinental, a railway should run to James Bay." This project was backed up by Sir Lomer Gouin who also spoke.

During July the Minister made a tour of the water stretches of the St. Lawrence and the Great Lakes and declared (July 29) that "vigorous action as to transportation and the wise and judicious expenditure of very large sums of money" were necessary if Canada's commercial and industrial growth was to be maintained. Amongst the special works approved were the immediate construction of a new Lock at the Canadian Sault, adequate and large improvements in Toronto's Harbour works, additional facilities for grain traffic on the Detroit River by the equipment of Windsor and otherwise, enlarged accommodation on the Georgian Bay and other Lake ports. To the Toronto *Mail* the Minister said on July 30th: "I was painfully impressed by the advanced condition of American facilities as compared to our own in respect to port accommodation, aids to navigation channels, lights and buoys. Of course, they began before we did. They have expended very large sums and are still doing so; they seem better organized for great public works than we are. . . . We have, however, excellent engineers and could easily improve and perfect our system and organization." He had traversed 3,000 miles on this trip over the inland waters and considered the current year's appropriation for Public Works of $40,000,000 as quite inadequate to meet the requirements of expansion. By the beginning of October there were various statements in the Liberal press as to Mr. Monk being in opposition to his colleagues on the Naval question and as to his pending resignation. This was finally submitted and accepted on the 22nd under terms of a letter dated Oct. 18th:*

I regret to find that I cannot concur in the decision arrived at by the Cabinet yesterday to place on behalf of Canada, an emergency contribu-

* NOTE.—Tabled in Commons on Jan. 15th, 1913.

tion of $35,000,000 at the disposal of the British Government for naval purposes, with the sanction of Parliament about to assemble, but without giving the Canadian people an opportunity of expressing its approval of this important step before it is taken. Such a concurrence would be at variance with my pledges, and the Act proposed is of sufficient gravity to justify my insistence; it goes beyond the scope of the Constitutional Act of 1867. Holding this view, as a member of your Cabinet, I feel it my duty to place my resignation in your hands.

The Premier in his reply said: "The information which has been placed before us by His Majesty's Government discloses so grave a situation that in my judgment the granting of immediate and effective aid is necessary in the interest of this Dominion as a part of the British Empire. Such a step is entirely of a temporary character, and is absolutely distinct from a permanent policy of co-operation in Imperial defence, which, when formulated, ought to be placed before the people for their consideration and approval." Much was, of course, made of this retirement by the Opposition and something, it was hoped by the Quebec Nationalists, would come of it. *La Patrie* (Ind.), however. stated on the 18th that Mr. Monk would not oppose or criticize the Government further than to stand for his own principle of a Plebiscite. Amongst the names mentioned for the position were those of L. T. Marechal, K.C., T. Chase Casgrain, K.C., and Louis Coderre, K.C., M.P. On Oct. 29th Mr. Coderre was gazetted Secretary of State of Canada in place of Hon. W. J. Roche who was appointed Minister of the Interior and Superintendent-General of Indian Affairs while the Hon. Robert Rogers, who had held the latter posts, became Minister of Public Works in succession to Mr. Monk. Valuable Reports were issued during the year of Mr. Monk's administration as to Ottawa River Storage and as to the requirements and condition of Dry-Docks. That of the Department itself, though submitted by Mr. Rogers, covered the period of Mr. Monk's administration. The expenditure for the year ending Mch. 31st was $13,928,666 and the revenue $418,630. Under the Department's control were Harbour and River Works (expenditure $3,168,987), Public Buildings, the Departmental Buildings at Ottawa, Dredging (expenditure $5,029,147), Surveys—as to which latter the annual report estimated the cost of a navigable waterway, 714 miles in length, from Winnipeg to Edmonton at $7,185,000.

Apart from his Budget and financial affairs the Hon. W. T. White, Minister of Finance, was a busy man during the year. The estimated surplus of the fiscal year was $30,000,000 and the revenue showed an increase of $16,000,000. He had charge of the legislation proposed and carried in the Commons but rejected by the Senate under which a Tariff Commission was to be organized; he was said to have saved the country $50,000 a year by calling for tenders on the Government issue of bank notes, postage and inland revenue stamps and then letting the Contract to the American Bank Note Co. for $400,000 a year for five years. The Minister received strong representations from the Winnipeg Board of Trade, early in the year, as to the price of Cement and the alleged effect of a combination of Companies in that respect.

He was advised in reply (Jan. 15) by the Canada Cement Co., Ltd., that the average milling price of cement had decreased in the years 1900-1911 from $1.91 to $1.27, that there were 14 independent Cement Companies still carrying on business in Canada with four additional plants under construction and that, were it not for excessive freight rates, the price would be still lower. The Board replied by declaring that the Cement Company was really a monopoly and that practically no cement was sold in Manitoba except the product of this concern. As to lower prices there was a similar decline in all countries.

The Minister at once undertook an investigation of the matter and on June 12th the duty on Portland cement and hydraulic or water-lime in barrels, bags or casks was reduced one-half, or about 26 cents per barrel of 350 pounds, under the General tariff, 23 cents under the Intermediate and 17 cents under the Preferential. The period was limited to Oct. 31st. In making the announcement on the 9th, Mr. White said: "From information I have obtained I am convinced that a serious shortage in cement exists in various sections of the Dominion due to both an unprecedented demand for the commodity and to the difficulty experienced by Eastern producers in promptly making shipments by rail or water. Urgent messages have been received from Municipal authorities, Boards of Trade and construction firms in the West stating that heavy financial loss and public inconvenience are threatened by reason of the suspension of building and street-paving operations, and requesting that partial or total remission of Customs duty upon cement should be granted during the remainder of the season." The relief appears to have been immediately felt and, in the five months which elapsed between the remission of the duty and its re-imposition, the comparative importation was as follows—with British Columbia increasing her importations from 200,136 barrels to 392,460 and with little change in the other Provinces:

Province.	1911. Five months. Barrels.	1912. Five months. Barrels.
Manitoba	4,491	100,287
Saskatchewan	....	85,856
Alberta	309	183,646
Totals	4,800	369,789

Under Order-in-Council of June 5th, the Minister made some articles not manufactured in Canada but used in Canadian manufactures—cane reed and rattan, celluloid, hard rubber, artificial abrasines, glass plates or discs, yarns, threads and filaments of artificial silk, etc.—in certain stages of production free of duty. Other articles such as collodion, metal for kodaks and cameras, peppermint oil, undyed ribbon, paper matting, certain silk fabrics and iron hoops, bands, scrolls or strips, were for similar purposes and under certain conditions admitted at reduced duties. Mr. White's speech at Toronto on Imperial Unity (May 19th) created much attention and, speaking at Kingston on June 16th, he declared it his purpose to provide funds

to make Canada a great highway for the world's trade from east to west. "The waterways must be made navigable for great vessels from Fort William to the Atlantic. Within the lifetime of men here to-night, we shall see Canada with a population as great as that of the United Kingdom." At St. John, on July 11th, he was equally optimistic: "We are only on the threshold of our development. Contrast our situation with that of the United States when it only had our present population. Consider how many means and facilities of development the Republic did not have when it had our population and how much more rapidly this country with its canals and railways may be expected to advance. I have no doubt the younger people here to-day will live to see Canada a country with a population as great as the United Kingdom."

The issue of Dominion $5.00 notes was an important innovation by the Minister of Finance though not one which directly or greatly affected the public. Indirectly it increased the circulation by releasing "legals" held by the Banks which were now replaced by the new issue to about one-tenth of the total held. During the summer and in the absence of Ministers, Mr. White had charge of the Departments of Justice and Militia. Mr. White and the Minister of Customs on Oct. 25th received a Deputation headed by J. H. Plummer and representing the eight large iron and steel manufacturing establishments of Canada. They presented a Memorial declaring that the protection afforded the iron and steel industries, consequent upon the abolition of the bounties, was now quite inadequate to enable them to hold the business they had hitherto had under the assistance of the bounties. Wire rods, for instance, were entirely unprotected and the industry was thus in an anomalous position as compared with practically all industries in Canada. Imports of iron and steel into Canada amounted to over $100,000,000, thus indicating ample field for the growth of the home manufactured product if present tariff discriminations and exemptions were removed. Over $12,000,000 was paid by Canada under present conditions in wages to foreign workmen for iron and steel imported. Under a policy of adequate protection home manufactures would be encouraged and expanded with a resultant saving of this twelve millions for Canadian workmen.

Under the Hon. Martin Burrell, the Department of Agriculture saw various changes which were expected to prove beneficial or useful. The Census and Statistics Branch was taken away and transferred to the Department of Trade and Commerce where, perhaps, it more properly belonged. The Archives Branch was thought to harmonize with the work of the Secretary of State, and it was transferred to that Department. The system of Dominion Experimental Farms was re-organized as the result of a Conference with the Superintendents of these institutions throughout Canada; barns and properties on these Farms were improved. New Brunswick was given an Experimental Farm at Fredericton and Nova Scotia one at Sydney and that of Alberta at Lacombe was enlarged and cattle-raising made a feature; improvements were effected at Kentville, N.S., and the

Central Farm at Ottawa had its staff strengthened and subjects of study or experiment enlarged. Special attention was given the Fruit industry, systematic inspection organized of fruit coming into Canada from the United States, and many additional Inspectors appointed with a Chief Inspector for each Province. Dairying stations were started at French, Ont., and Brome, Que.

On Feb. 12th, Mr. Burrell presented to the House his Bill for the encouragement of Agriculture and it ultimately became law. It was based upon the idea of co-operation between the Dominion and the Provinces for the promotion of Agriculture. The sum of $500,000 was appropriated as a grant to the Provincial Governments on a population basis and was to be expended under a plan to be approved by the Minister of Agriculture. The amount receivable by each Province was as follows: Ontario $175,733; Quebec $139,482; Nova Scotia $34,288; New Brunswick $24,509; Prince Edward Island $6,529; British Columbia $27,334; Manitoba $31,730; Saskatchewan $34,296; Alberta $26,094. In order to properly develop the policy upon accurate information and with a full knowledge of the conditions obtaining in the different parts of the Dominion, C. C. James, C.M.G., LL.D., Deputy Minister of Agriculture in Ontario, a man of high standing in the agricultural profession, and whose wide knowledge and experience peculiarly fitted him for the work, was appointed Commissioner to examine and report upon agricultural conditions throughout Canada and, at the same time, to make such recommendations and suggestions for the consideration of the Government as would, in his opinion, best promote the welfare of this important industry.

Dominion assistance to Field-crop competitions, Seed Fairs and Provincial Exhibitions was increased in amount and distributed so as to give all the Provinces fuller control and a fairer share in the allotment. Speaking in Toronto on Apl. 25th the Minister made several important points: "The best blood in the City is continually being recruited from a country home; the Government should feel its liability to make Canadian rural life better than it is; what saved England's land from exhaustion and what will save Canada's land from exhaustion is Rotation of crops; Canada is short on sheep and has only 2½ millions where she should have 4 millions; Canadians should not expect too much paternalism from the Government whose work should be one of education." In May it was announced that the Department was investigating the possibilities of establishing an immense flax and linen industry in Canada through the utilization of the recently-discovered process of treating flax straw as raw material for linen fabrics. Expert opinion already furnished to the Department indicated that hundreds of thousands of tons of flax-straw were annually allowed to waste throughout the Dominion and could, under the new method of preparing fibre, be profitably converted into millions of dollars worth of linen and paper fabrics. Active interest was taken by the Minister in the question of reviving the Live-stock industry and at Winnipeg on July 29th the matter was fully discussed with a representative of the Department in attendance.

Mr. Burrell was in the Maritime Provinces in August and visited Fredericton, St. John, Halifax, the Annapolis Valley, Amherst, Prince Edward Island, etc., with a view to studying the fruit and other interests of that part of Canada. At St. John (Aug. 12) he told the *Standard* that the Dominion's special appropriation for Agriculture had proved satisfactory to all the Provincial Governments, irrespective of their political affiliations and that the grant was exceedingly popular. Meantime, Messrs. McCrae and McEwen had been sent to British Columbia and to the Maritime Provinces to investigate Sheep-breeding conditions. The work of the Conservation Commission (under this Department) was also progressing and, on Sept. 3rd, the Minister intimated that the Illustration farms arranged for in many localities by that body were proving successful. In Victoria, on Oct. 1, Mr. Burrell stated that arrangements had been made with all the Provincial Governments as to the Agricultural grant; that a beginning in the encouragement of the sheep industry would be made at once in the shipment of pure-bred rams and ewes to that Province; that Dr. Fred. Torrance, the new Veterinary Director-General in place of Dr. J. G. Rutherford would co-operate with the Provincial Governments in attempting to eradicate or restrict bovine tuberculosis; that special attention would be paid to fruit-farming in Canada, both as to conditions of culture and methods of packing. In November, John Bright of Myrtle, Ont., was appointed Live-Stock Commissioner also in succession to Dr. Rutherford whose duties had been divided. The report on Experimental Farms, the Discussions of the Select Committee of Parliament on Agriculture, the Report of the Minister himself and that of the Dairy and Cold Storage Commissioner, afforded much information as to agricultural conditions during the year.

The Postmaster-General (Hon. L. P. Pelletier) had constantly-increasing Departmental responsibilities to oversee. The letters posted in Canada for the year ending Mch. 31st, 1912, numbered 566 millions; in 1911 they had been 504 millions. The Money Orders and Postal Notes issued totalled $91,410,505 in value as against $77,280,364. The expenditure was $9,172,035 as against $7,954,222 and the surplus of $1,310,219 was the largest in the record of the Department. Mr. Pelletier during the year came in for much Liberal criticism on the ground of alleged Nationalist proclivities and in the House on Mch. 18th a very hot debate took place between him and the Hon. R. Lemieux. It was personal, political, vehement, with charges and counter-charges which it would be useless to reproduce here. Reference has been made elsewhere to Mr. Pelletier's vigorous efforts to obtain lower Empire Cable rates and two-cent Postal rates with France. To the press on Sept. 10th he said as to the temporary result: "Let it be understood that Canada has not accepted these reductions as final. We may agree to them, but we will reserve the right to do as we think best after consultation with the sister Dominions of Australia and New Zealand."

In other matters, Mr. Pelletier began the year by advising the Mayor of Quebec on Jan. 1st that the Government had decided to

refund $300,000 which the City had lost in the construction of the Quebec Bridge. On the 9th he spoke, at a banquet in Montreal, upon Transportation problems and urged the organization of a Canadian Lloyds in order to improve the Insurance rates on the St. Lawrence. In this, he believed, the Government might aid. "We have to spend money and we are going to spend money, not lavishly and foolishly, but all the money necessary to build up the country so as to prepare for the great future which God has kept in store for it." To the press on the 17th the Postmaster-General issued a statement about the new stamps and announced that they had been personally approved by the King. In March, Mr. Pelletier retired from the Directorate of the Quebec Railway, Light, Heat & Power Co. and on Mch. 26th the Commons passed his measure providing for the establishment of a comprehensive system of rural mail delivery with the power to engage local experts to lay out the routes. Mr. Pelletier described his plan as experimental with a permanent organization to be perfected after a year's trial. On Sept. 14th the Postmaster-General was banquetted at Lévis and a telegram was read from the Premier declaring that Mr. Pelletier had "discharged the duties of his office with the greatest devotion and efficiency and justly deserves the tribute which you are according him to-night." In his speech, the Minister expressed the hope that they would yet break the Cable monopoly, that the Postage rates between France and Canada would be the same as between Canada and England, that the Dominion would soon have representation in the Councils of the Empire, that the Grand Trunk Pacific would, by the Autumn of 1913, be running from Moncton to Winnipeg and using the car-ferry at Quebec. On Nov. 25th he was dined by his electors at Montmorenci Falls and on the 4th of that month replied by a flat denial to Armand Lavergne's statement (Indian Lorette, Nov. 2) that he had been offered a Cabinet seat by Mr. Borden but had declined and suggested Mr. Pelletier's name instead.

The Hon. Robert Rogers, Minister of the Interior, took an active part in promoting Immigration, in looking after such interests of the West as came within the purview of his Department, and in sharing, also, in political incidents of the year such as the Saskatchewan elections and Macdonald bye-election. Two important Deputations from Saskatchewan waited upon Mr. Rogers and the Minister of Railways on Jan. 11th and urged the rapid construction of the Weyburn-Lethbridge Branch of the C.P.R. and a Government guarantee of bonds for a line from Prince Albert to connect with the Le Pas branch of the Hudson's Bay Railway. In the House on Jan. 24th, Mr. Rogers stated, in reply to questions, that Mr. Olivar Asselin of Montreal had been appointed to investigate certain immigration agencies in Europe. Peter Veregin headed a deputation of Doukhobors who, on the 31st, asked the Minister to grant some compensation to those who, by leaving Saskatchewan for British Columbia, would forfeit their holdings of land—a situation brought about by refusal to accept naturalization. On Feb. 1st Mr. Rogers announced that an arrangement had been made with Hon. James Duff, Minister of Agriculture for

Ontario, by which overlapping in immigration work would be done away with and the Province given control of all immigration work within its boundaries. On Apl. 1st he had the Department of Mines transferred to his control and became Minister of Mines. A little later (Apl. 19) a large Delegation of the Associated Boards of Trade of the Eastern Townships of Quebec asked the Minister and the Government to take steps in directing the stream of British immigration into that District. They stated that manufacturers, farmers, and even housekeepers, were suffering from inability to get labour to develop the country. An Immigration station at Sherbrooke was also asked for.

At Regina, on June 10th, with the Saskatchewan elections coming and the West in a state of considerable political excitement, a great banquet was tendered to Mr. Rogers and 1,100 persons were in attendance representing all parts of the three Western Provinces. Dr. W. D. Cowan presided and the Hon. W. J. Roche also spoke. Mr. Rogers dealt critically with the land regulations of Mr. Oliver's term of office, denounced the condition of the National Transcontinental project, declared Reciprocity to be dead, not only by the voice of the Canadian people but as a result of United States official statements and increasing Canadian prosperity. Certain announcements of policy were made: (1) Homestead regulations would be altered so as not to compel construction of any particular kind of house and to modify conditions as to cultivation of land in the case of rough or bush farms; (2) the cattle industry would be encouraged by proposing to the settlers of the Prairie Provinces that they could obtain their rights to patents by the raising of cattle instead of the cultivation of a required number of acres, as heretofore; (3) a modification would, perhaps, be made in the case of a pre-emption where the settler was asked to pay interest on the cost of that pre-emption from the date he entered on it; (4) it would be the duty of the Government to undertake in a business-like manner the early completion of the National Transcontinental in order that the people in Canada might have all the advantages they possibly could hope for as a result of its construction. "We are undertaking at the present time to see that navigation is kept open at Fort William and Port Arthur for a month longer than in the past. This means that 15 or 20 million bushels, at least, of the wheat of Western Canada, more than in past years, will be exported. A Commission has been appointed with full and complete control of Terminal Elevators already built and in existence at Fort William and Port Arthur." To the Winnipeg press on Aug. 8th, Mr. Rogers said as to the Harvest situation that:

In former years the Interior Department took little more than a passive interest in the question of the supply of harvesters. This year, and in the future, every effort will be put forward by our Department to help in providing for the constantly increasing demand for farm-help coming from all over the West during harvest time. At least 50,000 men will be required to harvest this year's crop in the three Prairie Provinces. The City of Winnipeg will probably provide about 6,000 of these. The

one-cent a mile rate from Winnipeg to all parts of Manitoba, Saskatchewan and Alberta is already having a good effect, and I anticipate that this number of harvesters will be sent from the city. The great bulk, however, must come from Eastern Canada and the border States on the other side of the line. Special efforts will be made to attract an unusually large number of farm workers from the Eastern Provinces, and I am inclined to consider favourably advertising in the United States for harvest help. Possibly from 8,000 to 10,000 good men might be secured from Kansas, Iowa, Indiana and Illinois, where the harvest is rather early.

On Aug. 7th, the Mines Department was able to announce that its experiments and demonstrations in the commercial possibilities of peat as a fuel in Canada had been successfully completed, and that henceforth the activities of the Branch would be applied in another direction—probably the general production and economic testing of fuel. In this connection there were rumours as to the making of this Department a separate one and the Canadian Mining Institute passed a strong Resolution urging that this be done and control over Forests and Water Powers be added—creating, practically, a Minister of Natural Resources though with Agriculture excluded. In September Mr. Rogers took an active part in the Macdonald bye-election in Manitoba and made a series of speeches which did much to elect the Conservative candidate.

The Report of this Department for the fiscal year showed a revenue of $6,714,734 or an increase of $1,675,000; Homestead entries of 39,151 as compared with 44,479 in 1911; 19,354 Letters-patent issued involving an acreage of 3,155,388; Land sales by Railways having Government land grants, and the Hudson's Bay Co., of 1,329,390 acres at $18,224,419 or an average of $13.70 per acre; an Immigration of 354,237 persons and the survey of 5,146,080 acres divided into 32,163 farms of 160 acres each. The Report of the Department of Indian Affairs—also under Mr. Rogers' jurisdiction—showed an Indian population of 109,556 on Mch. 31st; a value of lands in Reserves totalling $15,100,000; 2,600 as engaged in farming, 6,135 in hunting, fishing and trapping, 3,262 engaged in other industries; a value of real and personal property totalling $20,313,849. The Department of Mines published an elaborate annual Report as did the Geological Survey Branch and the Chief Astronomer. Some special publications issued by the Department of the Interior in 1912 were as follows:

Report on Immigration	Arthur Hawkes.
Forest Products—Pulpwood	H. R. Macmillan.
Forest Products—Cooperage	R. G. Lewis.
Forest Products—Timber at Lesser Slave Lake	D. Roy Cameron.
Forest Products of Canada	H. R. Macmillan.
Production of Copper and other Metals	C. T. Cartwright.
Production of Structural Materials	John McLeish.
Production of Iron and Steel	John McLeish.
Investigation of the Coals of Canada	J. B. Porter. R. J. Durley.
Diamond Drilling in Ontario	A. C. Lane.
Utilization of Peat Fuel	B. F. Haanel.
Building and Ornamental Stones	W. A. Parks.
Pyrites in Canada	A. W. G. Wilson.
Investigation of the Peat Industry and Peat Bogs of Canada	A. Aurep.

The Minister of Justice, Hon. C. J. Doherty, did not appear conspicuously before the public in 1912. He had important matters to deal with, however, and on Jan. 22nd the announcement was made that, upon his Report, the Government had decided not to disallow the Alberta legislation relating to the Alberta and Great Waterways Railway. This document reviewed the case and, while the Minister was in favour of not exercising the Dominion power of veto upon this occasion he put himself on record as opposed to the policy of his predecessor (Sir A. B. Aylesworth) in implying that this right of disallowance was practically dormant: "The undersigned entertains no doubt that the power is constitutionally capable of exercise and may on occasion be properly invoked for the purpose of preventing, not inconsistently with the public interest, irreparable injustice or undue interference with private rights or property through the operation of local statutes *ultra vires* of the Legislatures. Doubtless, however, the burden of establishing a case for the execution of power lies upon those who allege it, and although the undersigned is not prepared to express any approval of the Statute in question, which he feels must be regarded as a most remarkable execution of Legislative authority, he is nevertheless not satisfied that a sufficient case for disallowance has been established either on behalf of the bondholder, the bank, or the companies, especially when it is considered that the legislation sanctioned by the Assembly evidences, as it does, a very deliberate and important feature in the policy of the Local Government." Mr. Doherty had always been an enthusiastic believer in Irish Home Rule and, in 1912, upon several occasions emphasized his position—on Oct. 4th welcoming W. H. K. Redmond, M.P., at a mass meeting in Montreal as "a man who has given his life to the service of a great cause." In the complicated matter of Empire naturalization Mr. Doherty had much to say in council with the Imperial Government during the summer and his argument against the proposed (draft) Bill which had been prepared in London as a result of the 1911 Conference was stated to the press at Ottawa (Aug. 30) as follows:

> This Bill enacted that certificates of naturalization issued under its provisions by the British Secretary of State would confer the status of British subjects throughout the Empire. It further provided that upon adoption of its provisions by the Legislature of a Dominion, its certificates should be of the same effect as those of the Secretary of State of the United Kingdom and in such of the Dominions as likewise adopted it. . . . It was suggested that the recognition and effectiveness within the Dominions of naturalization within the United Kingdom should be made dependent upon the action of the Parliaments of the Dominions. . . . These suggestions were accepted by the Home Government and the draft Bill is to be amended to meet them before being passed into law. It may be added that the naturalization dealt with by the proposed legislation is exclusively Imperial or Empire-wide naturalization. It does not in any way affect the right of any Dominion to grant purely local naturalization, if it so desires under such conditions as it sees fit.

An important Department during the year was that of Mr. Hazen, Minister of Marine and Fisheries. In the earlier Session of Parlia-

ment, this Minister introduced and carried a measure to establish a Biological Board of Canada which was to consist of two members appointed by the Minister, one appointed by each of the Universities of Dalhousie, Laval, McGill, New Brunswick, Queen's and Toronto, and one to be appointed by each of such other Universities (to be named by the Minister) as might engage in the work of biological research. The Board was to have charge of all Biological stations in Canada, and to have the conduct and control of investigations of practical and economic problems connected with marine and fresh water fisheries, flora and fauna, and such other work as should be assigned to it. Mr. Hazen undertook also, at this time, to strengthen the Patrol Fleet on the Pacific Coast in order to better protect the Halibut Fisheries from United States poaching; he proposed an International Conference to discuss the better protection of the whaling industry by mutual agreement; he stopped, very largely, the farming out of fishermen's licenses (British Columbia) to middlemen who, it was stated, after paying $25.00 for the licenses sometimes sold them for prices running as high as $1,500; he rescinded the prohibition of exporting fresh salmon and thus, it was claimed, relieved the salmon fishing interest of much capitalistic domination.

On Feb. 17th Mr. Hazen left for Washington to confer with the British Ambassador and members of the United States Government in reference to the regulations governing the North Atlantic Fisheries of Canada and Newfoundland. The Hague Tribunal Award contained a proviso that regulations based on that Award, and affecting United States fishermen, should be first subject to a Conference between the representatives of the countries concerned. Failing agreement the points in dispute were to be referred to the adjudication of an independent tribunal to be appointed under the provisions of the Award. Mr. Hazen's mission was to finally clear up minor matters connected with the carrying out of The Hague Award in this particular. The Minister was accompanied by E. L. Newcombe, Deputy Minister of Justice, and it was understood he also dealt with the long-standing question of the agreement as to joint control of Fisheries in Boundary waters. Success was reported for the negotiations in the first matter and a further Conference was held in Washington on May 8th between the Canadian Minister, Sir Edward Morris, Premier of Newfoundland, and Chandler Harrison of the U. S. Department of State. Further details were settled by correspondence.

As to the second matter Mr. Hazen, speaking at Collingwood on Apl. 30th, said that the United States Senate had first commenced to carve the regulations and then the House of Representatives had taken a hand for the benefit of certain fishing interests. He regretted that there was no power which could require Congress to sanction understandings entered into with other countries, and in good faith, by the President of the United States. "It may be," said Mr. Hazen, "that having regard to her dignity, Canada will have to withdraw from the Treaty." A further effort was made, however, and the Presi-

dent appointed Job Hedges of New York as a new Commissioner in place of David Starr Jordan to discuss the subject again with Dr. E. E. Prince, the Canadian Commissioner. Canada had already ratified the agreement and passed an Act putting it in operation. The Canadian Government took the line that if the agreement was to be amended by the United States after regulations had been made by the Joint Commission and accepted by Canada, there was nothing to do but withdraw.

The Minister of Marine had charge of Wireless Telegraphy in the Dominion and the year was marked by communication between Cape Breton and Aranjues, Spain, while an effort was made to establish a system from the Atlantic Coast to Port Arthur at the head of the Great Lakes. Arrangements were also made by this Department for sending a thoroughly equipped expedition to Hudson's Bay and, in June, the *Arctic* and *Minto* started to make surveys and investigate the coast between the Harbours of Fort Churchill and Port Nelson and to make a magnetic survey of the Bay and Straits. To the press in London, England, on July 8th, Mr. Hazen referred to the projected erection of a building suitable for the Provincial as well as Dominion representatives in London, declared that there was some feeling in Canada as to alleged discrimination by the British Lloyds against the St. Lawrence route, and expressed himself as in favour of either a Canadian Lloyds or a Canadian system of Marine insurance which the Government might in some way assist. During this visit, Mr. Hazen also endeavoured to obtain British recognition of certificates issued by the Marine Department under the Merchants Shipping Act.

At Montreal, on Sept. 11, a Delegation discussed the question of a Canadian Lloyds with the Minister and received assurances that the Government was inclined to aid the project. At the same time the Montreal Harbour Commissioners urged an increase in the storage capacity of their No. 1 Elevator by another million bushels. Speaking in that City on Oct. 3rd, Mr. Hazen declared that any required improvements would not be shrunk from by the Government, that the British Lloyds would not reduce their rates and that he hoped to see a Canadian Company organized—though insurance was not a matter the Government could take up alone. At Sorel, the day before, he had anticipated a population of 2,000,000 for Montreal within the lives of many present and described his desire to make the St. Lawrence the safest channel in the world. At Quebec, during this tour of inspection of the Lower St. Lawrence, a banquet attended by Mr. Hazen and other Ministers on Oct. 5th evoked the assurance that he and the Government were ready and willing to grant a sufficient sum of money to equip and develop the Port of Quebec as it should be equipped, and as a complement of the Port of Montreal.

Mr. Hazen had to deal with the difficulties of Harbour Commission appointments in both Montreal and Quebec. Politics came into the matter and, in Montreal on Oct. 22nd, after much public discussion and several Deputations had seen the Minister, Major G. W.

Stephens, the able head of the local Board, transmitted his resignation to the latter. "Believing that the complete harmony existing between the Commissioners for the past six years is to a large extent responsible for any good results obtained and being convinced that this can best be continued by the appointment of an entirely new Commission, I respectfully desire the acceptance of my resignation. Permit me to say how much I have appreciated your many courtesies, how proud I have been to have had your confidence and, may I add, that any knowledge I may possess in connection with Harbour problems will always be at the entire disposal of yourself and your Government." On Nov. 22nd it was announced that an Advisory Board of Fisheries had, on the Minister's advice, been authorized by Order-in-Council. It was to consist of 13 members outside of the official representatives—the Deputy Minister, Superintendent of Fisheries, Assistant Superintendent, an expert in fish-curing, and the Commissioner of Fisheries. The object was to enable the Department to get more closely in touch with the different branches of the Fishing industry in order to better devise methods for Fishery propagation and regulation. All the Provinces excepting Ontario and Quebec—which controlled their own Fisheries—were to be represented. It may be added that the Marine branch of Mr. Hazen's Department reported an expenditure of $5,594,997 for the fiscal year covering lighthouses, Dominion steamers, St. Lawrence navigation, steamboat inspection, Marine Hospitals, shipping, winter communication, pilotage, Government ports, removal of obstructions to navigation, etc. The Fisheries branch Report for 1911-12 dealt with Biological stations and the general condition of Canadian Fisheries. A further Report covered the registered shipping of Canada.

An elaborate statement was issued by the Department dealing with the Chicago proposal to divert 10,000 cubic feet of water per second from Lake Michigan; the protest of the Canadian Government and the hearing of the case on Mch. 27th with Daniel Mullin, K.C., as Counsel for the Government of Canada assisted, notably, in the preparation of his case by James White of the Conservation Commission, Prof. T. A. Starkey of McGill and Francis King of Kingston. The main point made was as follows: "The Dominion of Canada has the right to a voice in the disposition of the waters of Lake Michigan for sanitary purposes, in-so-far as such diversion injuriously affects navigation because her citizens are accorded, by Treaty, the right of free navigation in that Lake; and in that no diversion can be made without injuriously affecting her harbours, channels and canals." In the House of Commons on Mch. 29 the Minister described what he had done in obtaining expert advice and legal opinion and in having a strong case for Canada presented at Washington. "It was clearly shown to what enormous expense Canada would be put if the waters were lowered and we had to construct additional harbour works and do the additional dredging required; and it was also pointed out the tremendous loss that there would be to shipping if the waters of the St. Lawrence and the Lake were

lowered and the ships were not able to carry as large cargoes as they carry now." Mr. Hazen was also Minister of the Naval Service and as such presented a Report on June 1st which reviewed the condition of the tentative Navy project and the Royal Naval College, the dock-yard proposals and operations, Fishery protection matters, Tidal and Current survey, Hydrographic Survey and Wireless Telegraphy operations. This Department arranged in August to take systematic records of the levels of the Great Lakes and to cease dependence upon United States official data. In April, it may be added, Mr. Hazen was elected President of the North American Fish and Game Protective Association.

Mr. T. W. Crothers, Minister of Labour, was direct and to the point in his administration of affairs as he was in his speeches. The old question of the striking trainmen of the Grand Trunk, who had not been re-instated after the settlement of 1910, was again prominent and Mr. Crothers took strong ground in the House of Commons against the Company, generally, and Mr. Hays in particular for not keeping to their pledges in this connection. At a Conference between G.T.R. representatives and the Minister, the latter, on Mch. 26th, sought to have the existing wage schedule, based on the Strike settlement, left in operation for a year, and not subjected to the cut recently announced by the Company for the men engaged on branch lines. Mr. Crothers also demanded that those of the 139 men recommended for reinstatement by Judge Barron, but who were still out, be taken back and shortly afterwards the difference between the Company and its employees on this matter ceased. Mr. Crothers was said in the press to be in favour of the establishment of Permanent Boards of Arbitration or Conciliation to be located in the different industrial centres of the country, but without apparent foundation. It would seem, however, that where a Board once investigated a dispute thoroughly, and arrived at a unanimous conclusion, the same *personnel* proved acceptable in any recurrence of the difficulty. Speaking in Toronto on June 18th, the Minister said:

> We are seeing to it that Government contractors pay at least the wages current in the various localities where public works are being constructed, and that men employed thereon are otherwise fairly treated. By a careful gathering of pertinent statistics and by personal inspection, we are striving to ascertain the real conditions of labour throughout the country, with the view to the maintenance or restoration of industrial peace, so essential to our highest weal. Legislation has done much for both master and servant, and has yet much to do. Unionism, intelligently and reasonably directed, inures to the benefit of all. One sometimes hears it in any form fiercely denounced. But are workers alone not to organize? Lawyers are banded together, of course, for the benefit of their clients; Doctors are a close corporation—to promote the health of their patients; Manufacturers' associations exist—for the advantage of the consumer; Retail merchants associate themselves together—for the benefit of their customers; Bankers join hands—that cheap money may be available; and even Ministers of the Gospel have established a minimum wage and a retiring allowance! And is the workingman to be seriously told that he is to be deprived of the advantage of organization? What chance would

the individuals have against the insatiable selfishness of some soulless corporations?

During June and July, Mr. Crothers visited the West. To the Edmonton *Journal* (June 28) he expressed himself as opposed to an 8-hour day. "It does not seem a just provision. What is fair for one may not be fair for another. If a man working in the free air and warm sunlight has to work only eight hours a day, it would seem to be unjust to expect a man working down in a mine, or stoking a fire, or doing some equally hard and trying labour, to work the same number of hours each day. I have seen each of them at it, and it is too much to ask." He had previously stopped at Sudbury, Port Arthur, Fort William, Winnipeg, Wolseley, Regina and Saskatoon and he went from Edmonton to Calgary, Banff and the Pacific Coast. A Labour Deputation was received at Vancouver (July 8) and a conference followed upon Labour matters in British Columbia—*Province* report. In discussing conditions, the Minister was explicit on two points: "It is just a question whether the Dominion Government should not appoint a Permanent Board composed of first-class men at good salaries to deal with all Labour disputes. I may add that the matter is now receiving official consideration. I always insist on both sides recognizing the means provided by the Lemieux Act for effecting a peaceful settlement of Industrial disputes. The duty of both parties is to accept the Award. I recently spoke in that way to the head of a great Railway. I am going to insist on it and wherever we can bring pressure to bear we will do so." There was no intention of repealing the Act though it might be amended. At Victoria, three days before this, he told a Labour audience that the Militia would never be used in strikes except for the protection of life and property. "The first duty of a Government is to preserve law and order, and no Government is worth being called one that does not do that."

Speaking after his return at St. Thomas on Sept. 2nd, Mr. Crothers made some clear remarks upon the Labour problem in general: "I am convinced that the failure to recognize that a workman is not a mere adjunct to a machine, and to realize that the employer's best interests demand the interested and willing co-operation of his workmen, and that such co-operation can be secured only through a more sympathetic consideration for his comfort and welfare, are largely responsible for Labour troubles." In connection with the controversy between the C.P.R. and the Canadian Brotherhood of Railway Employees, at this time, the Minister refused to establish a Board of Conciliation and at Ottawa, on Nov. 7th, said: "I had been negotiating with the C.P.R. for some time in an effort to secure better terms and conditions for the men. The Company met me in a sympathetic way, and had already given material increases to some of the men. They were considering further increases and endeavouring to meet my wishes as far as possible. In view of these facts, I consider that it would have been wrong in principle, if in nothing

else, to have ignored the advances being made by the Company and appointed a Board to deal with the matter. This could only have resulted in the Company refusing to grant the increases and terms that they were already considering favourably, and the men would, as a consequence, have been deprived of these increases, at least until a Board could report on the whole question." Apart from these conditions the application was not in accordance with the regulations of the Act.*

The Secretary of State (Hon. W. J. Roche) had to deal during the year with such matters as the incorporation of Companies totalling, in 1911-12, 658 with a capitalization of $490,565,999, the naturalization of aliens, the care of the Archives of Canada. In this latter connection and on the advice of the Dominion Archivist, Dr. Doughty, a special effort was instituted to obtain Western records and documents of historic value and the Manuscripts Commission was enlarged by the addition of some prominent historical students or authorities. When Mr. Roche became, late in the year, Minister of the Interior he commenced a careful study of the Immigration question and decided to devote considerable attention to the immigration of women from England. In December the Minister ordered that immigrants from Newfoundland were to be treated in the same way as Canadian-born citizens and not subjected to any restrictive regulations.

The Hon. W. B. Nantel, Minister of Inland Revenue, did not have a conspicuous post. It involved important duties, however, such as overseeing the laws relating to adulteration of food, supervising an accrued revenue of $19,635,863, in the fiscal year, which was received from Excise and some minor sources, controlling the inspection of weights and measures, gas and electricity. The chief subject coming before the Minister of Customs (Hon. J. D. Reid) during the year—outside matters of routine administration—was the question of duty on "sized" lumber. The issue involved was whether lumber sawn on three sides and planed on one was dutiable if, in addition to this, it had been "sized." Heretofore this class of lumber had been admitted free but it was claimed by the British Columbia lumbermen that the "sizing" was a new process, requiring further contrivances than those supplied in the Sawmill proper and that, in consequence, it constituted a process of manufacture and was really dutiable. The view of the Customs Department, under both Governments, had been that lumber of this class was not dutiable, but, in view of the protest of the British Columbia lumbermen and the serious competition of American exporters, a test case was consented to and steps taken to see that the matter was fully argued. Meantime, however, Mr. Reid refused to have any duty collected.

The test case went before Mr. Justice Cassels of the Exchequer Court and, on June 12th, judgment was delivered in favour of the

* NOTE.—At page 299 of the 1911 volume it was inadvertently stated that about 50 correspondents of the *Labour Gazette* were discharged by the new Minister of Labour for partisanship. The number of dismissals was stated in the Commons on Jan. 18, 1912, as 16, and Mr. Crothers added that many of these were not for political reasons.

lumbermen's contention: "I am of the opinion that the contention of the Crown is well founded, and that the planks in question have been further manufactured and are not entitled to free admission under Item 504." The significance of this clause of the judgment was that lumber of a sufficiently manufactured character to be of use for even the roughest processes of construction would pay a duty of 25 per cent. on entering Canada and that lumber, only, which had undergone the first rough process of "mill sawing" would enter free. "I think the whole scope of the statute and the tariff," Judge Cassels added, "is to prevent completely-manufactured articles being entered free of duty. It would be straining the Act and the meaning of Item 504 to construe it in the manner the complainants seek to have it construed in this particular case." An appeal was at once taken to the Supreme Court and, meanwhile, no duty was imposed. On Oct. 29th this Court reversed Judge Cassels' decision.

Of the Ministers without Portfolio the Hon. George H. Perley was prominent in many directions. During the absence of Mr. Borden and Mr. Foster in London, he was by seniority—having taken the oath as Privy Councillor after Mr. Borden—Acting Prime Minister. According to the Conservative press, and without criticism from the Opposition, he discharged these duties admirably; showing knowledge of detail, marked executive ability, and an industry which enabled him from time to time to administer temporarily various Departments of the Government. At the Ottawa meeting on June 4th to organize for Canada's share in the celebration of the Centenary of Peace between the Empire and the Republic Mr. Perley took an active part and showed great interest in the project. When the new Naval policy was announced in December there was a generally-expressed belief that the Portfolio of Minister Resident in London would go to Mr. Perley. It fell to him to deal with the critical moment in Regina's history following upon its cyclonic visitation and he at once arranged for a Dominion grant of $30,000 for the relief of the sufferers. A smaller grant was given to the fire sufferers in Chicoutimi. The Hon. J. A. Lougheed, the other member without a Department, led the Senate during the year—a difficult post in a House with a hostile majority.

Of miscellaneous matters in Administration reference must be made to the lifting (Mch. 31) of the Canadian embargo upon sheep, swine and cattle from Great Britain which had been imposed in the Summer of 1911 upon receipt of information as to the foot and mouth disease having broken out there; the retirement of J. G. Ramsden, Chief Inspector of the Department of Indian Affairs; the suggestion by various papers that the time had come for Canada's Western Provinces to appear on the Dominion Coat of Arms—notably the Winnipeg *Free Press* of May 20th; the announcement in the *Canada Gazette* of July as to new regulations for the Ports of Halifax, Quebec and Esquimalt, which would make entrance to these Ports very difficult, with regulations following those of the British Admiralty; the discussion in political circles as to a possible creation of

Under Secretaries for the Departments after the English style; the sending by the Government of J. S. Dobie to lay out Indian Reserves in the far North at Albany and Moose Factory. The chief appointments of the year were as follows:

Position.	Name.	Address.
Member of the King's Privy Council for Canada	Samuel Barker, M.P.	Hamilton.
Member of the King's Privy Council for Canada	George Adam Clare, M.P.	Preston.
Member of the Senate of Canada	Nathaniel Curry	Amherst.
Member of the Senate of Canada	Wm. Benjamin Ross	Middleton.
Member of the Senate of Canada	Edward Lavin Girroir	Antigonish.
Member of the Senate of Canada	William Dennis	Halifax.
Member of the Senate of Canada	William McKay, M.D.	Reserve Mines.
Member of the Senate of Canada	Patrick Charles Murphy	Tignish.
Member of the Senate of Canada	George Gordon, ex-M.P.	North Bay.
Member of the Senate of Canada	Henry Corby, ex-M.P.	Belleville.
Member of the Senate of Canada	John Waterhouse Daniel, M.D.	St. John.
Aide-de-Camp to Field Marshal H.R.H. the Governor-General	Lieut. the Hon. G. E. Boscawen	London.
Hon. Aide-de-Camp to H.R.H. the Governor-General	Lieut.-Col. H. E. Burstall	Quebec.
Hon. Aide-de-Camp to H.R.H. the Governor-General	Commander W. B. Macdonald	Victoria.
Honorary Surgeon to H.R.H. the Governor-General	Colonel G. C. Jones, P.A.M.C.	Ottawa.
Honorary Surgeon to H.R.H. the Governor-General	A. E. Garrow, M.D.	Montreal.
Assistant Under-Secretary of State for External Affairs	Wm. Henry Walker, B.A., I.S.O.	Ottawa.
Chief Commissioner Board of Railway Commissioners	Henry Lumley Drayton, K.C.	Toronto.
Assistant Deputy Postmaster-General	Hector Bacon Verret	Ottawa.
Assistant Deputy Minister of Railways	Louis Kossuth Jones, I.S.O.	Ottawa.
Dominion Live Stock Commissioner	John Bright	Myrtle.
Collector of Customs for Edmonton District	J. W. Shearer	Edmonton.
Dominion Appraiser in Customs Department	R. W. Breadner	Toronto.
Chief Fruit Inspector for Western Ontario	P. J. Carey	Toronto.
Postmaster of Brandon	T. M. Perceval	Brandon.
Inspector of Customs Ports for Alberta	A. C. Paterson	North Portal.
Post Office Inspector of Winnipeg Division	Henry H. Phinney	Winnipeg.
Post Office Inspector of Moose Jaw Division	Francis M. MacNaughton	Moose Jaw.
Postmaster at Charlottetown	Edward Hackett	Charlottetown.
Commissioner of Police along the Transcontinental Railway	Colin Rankin	Mattawa.
Representative of Canada at 2nd International Moral Education Congress, The Hague	J. A. M. Aikins, K.C., M.P.	Winnipeg.
Chief Inspector of Weights and Measures	Ernest Owen Way	Ottawa.
Representatives of Canada at International Radio-Telegraph Congress, London	George P. Desbarats	Ottawa.
	C. B. Edwards	Ottawa.
Registrar Exchequer Court of Canada	Charles Morse, K.C.	Ottawa.
Representative of Canadian Government at International Pure Water Conference, Cleveland, U.S.	Dr. Charles A. Hodgetts	Ottawa.
Representative of Canada at 7th International Tuberculosis Congress, Rome	Dr. David A. Stewart	Ninette.
Representative of Canada at 7th International Tuberculosis Congress, Rome	Dr. Severin Lachapelle	Montreal.

Position.	Name.	Address.
Representative of Canada at 7th International Tuberculosis Congress, Rome	Dr. Arthur Bousseau	Quebec.
Representative of Canada at 7th International Tuberculosis Congress, Rome	Prof. John J. Mackenzie	Toronto.
Representative of Canada at 7th International Tuberculosis Congress, Rome	Dr. Arthur J. Richer	St. Agathe.
Postmaster at Fredericton	Lewis H. Bliss	Fredericton.
Post Office Inspector of Ottawa Division	Peter T. Coolican	Ottawa.
Inspector of Customs for the Dominion	Hon. Charles Herbert MacIntosh	Ottawa.
Superintendent of Water-Power Branch, Department of the Interior	J. B. Challies, B.A.Sc.	Ottawa.
Member Medical Council of Canada.	Dr. Thomas G. Roddick	Montreal.

Government Commissions and Official Inquiries of the Year

The Commission on Conservation, with Hon. Clifford Sifton as Chairman and James White as its energetic Secretary, continued its work during the year in various quiet but useful ways. The 3rd annual meeting was held in Ottawa on Jan. 16. Dr. C. A. Hodgetts presented a Report from the Public Health Committee describing its efforts to obtain additional aid in the fight against Tuberculosis from the Dominion Government and the opinion of the latter authorities that part of the proposals lay within Provincial purview and that further assistance by the Government was not practicable at present. Valuable papers were read by Dr. B. E. Fernow, Dr. J. W. Robertson, R. H. Campbell, F. C. Uniacke and Dr. Hodgetts and various Resolutions passed as to methods and extension of work; the establishment of a National Laboratory was urged, the appropriation of $110,000 suggested for Forest protection in the Rocky Mountains Reserve during the coming year; Dr. J. G. Adami was appointed the Commission's representative to secure a complete organization of the agencies for suppressing Tuberculosis; a suggestion made that the proposal to burn Peat as a fuel be placed in an attractive form before the people. The Hon. Benjamin Rogers resigned from the Commission and the Hon. W. J. Roche replaced the Hon. Robert Rogers as an *ex-officio* member.

The seven Committees of the Commission did much effective work during the year. The Committee on Fisheries, Game and Fur-bearing Animals met in Ottawa early in June. Papers on various Fishery problems were read and discussed and the report of the proceedings printed and several thousand copies distributed. Resolutions were adopted regarding research and demonstration work in Oyster culture and planting of whitefish fry in the Great Lakes where production was decreasing; action by the Department of Marine and Fisheries was urged to secure more accurate and complete Fisheries statistics and the Department was asked to publish in its annual report a statement of the number of fry planted in the different waters of Canada. An officer of the Commission was detailed to make a close study of the Oyster problem in the Maritime Provinces, and spent some weeks there in studying conditions. In his Report

emphasis was laid upon the inefficient condition of the Fisheries protective service and the possibility of building up a very valuable oyster-farming industry. During the summer, also, the Committee appointed an Expert to examine into and report upon fur-farming in Canada.

The most important undertaking of the Committee on Forests in 1912 was in connection with the prevention of forest fires along lines of railways. By special arrangement the Forester of the Commission was also appointed Chief Fire Inspector for the Railway Commission and in this manner the advisory functions of the former body were united with the legislative and administrative functions of the Railway Commission. As a result carefully thought-out regulations were issued and put in force along lines of railway passing through forests. Efficient fire patrols were organized, chiefly in British Columbia, and were to be extended later on to the other Provinces. A brief preliminary study of a portion of Northern Ontario was also made for the Commission by J. E. White of the University of Toronto and it indicated that a large percentage of Ontario west of Sudbury and south of the Height of Land was non-agricultural and valuable chiefly for the production of timber. A forest survey in Haliburton and Peterborough Counties in Ontario was undertaken by Dr. B. E. Fernow who also undertook a brief survey of a portion of the Clay-belt of New Ontario. His opinions were summarized and published in pamphlet form and aroused considerable discussion.

The work of the Committee on Lands was confined largely to the gathering of accurate information concerning agricultural conditions in each of the Provinces, and in promoting better farming methods in several sections of various Provinces. The Illustration Farms selected in 1912 numbered 31, and were distributed amongst the Provinces as fairly as possible. The work was done by the farmers themselves under the supervision of the Demonstrators of the Commission; and an important phase of this work was in connection with the growing of alfalfa in Quebec and the Maritime Provinces. The Commission's Mining Engineer prepared a report on coal-mining in Western Canada as a result of his investigation in the previous year. Later, in 1912, visits were made to the coal mines and areas of the Maritime Provinces in order to complete this work. The Publicity work of the Commission was chiefly confined to the publication of reports and in this respect the year was an important one as a number of valuable statements on various natural resources were published; an illustrated monthly bulletin to the press of Canada was also started.

The time of the Committee on Public Health was taken up largely with the investigation of conditions in various parts of Canada and including Housing problems, the pollution of waters, and town planning. Dr. C. A. Hodgetts made a close study of the sanitary conditions at Chicago with reference to the proposed diversion of water from Lake Michigan by the Sanitary District of that city. He also acted as special Medical Health Officer of Ottawa for three months

during the autumn and in connection with the Great Lakes Pure Water Association attended its meeting as representative of the Government of Canada. Brief reports were in each case presented to the Commission. Hydro-Electric engineers of the Commission spent the summer months obtaining further information with respect to the Water-powers of Western Canada and the principal rivers traversed were the Peace, Athabasca, Clearwater, Methye, Beaver, the Upper Fraser and Quesnel. A mass of valuable data was collected.

On Sept. 12th the Prime Minister confirmed at Ottawa a statement that the Rt. Hon. Sir George H. Murray, G.C.B., Permanent Secretary to the British Treasury, had accepted an invitation to consider and advise upon the proposed re-organization of the Canadian Civil Service. An Order-in-Council was passed on Oct. 7th and the lines of consideration defined as follows: (1) The methods employed in the transaction of public business; (2) the control of appropriations and expenditure; (3) the administrative methods and operations of the chief spending Departments, including (*a*) the manner in which appointments to the Public Service are made; (*b*) the manner in which promotions within it are made; (*c*) the manner in which retirements are effected; (*d*) the classification of the staff and distribution of duties in each Department and the duplication of the same or similar work in two or more Departments; (4) generally, the manner in which the public business of the Dominion is administered. As Commissioner, Sir George Murray spent nearly two months in this inquiry and his Report, dated Nov. 30th, was presented to Parliament on Dec. 18th.

It indicated very clearly what the Commissioner considered the weak points of the existing Administrative system and what changes he thought essential. He dealt first with the methods employed in the transaction of public business. "Nothing has impressed me so much in the course of my inquiry as the almost intolerable burden which the present system of transacting business imposes on Ministers themselves. They both have too much to do and do too much. Speaking broadly, it may be said that every act of the Executive Government, or of any member of it, requires the sanction of the Governor-in-Council which, under present practice, is identical with the Cabinet. The number of these Orders-in-Council averages from three thousand to four thousand per annum, and their subject matter ranges from questions of the highest importance, such as the approval of a treaty with some foreign Power, the disallowance of Provincial legislation, the appointment of a Judge, or the exercise of the prerogative of mercy, down to the acceptance of a tender for the erection of a pump, the promotion of a clerk from one grade to another and the appointment of a lighthouse keeper or an exciseman."

This system had grown up gradually but was now becoming intolerable and a division of labour and devolution of power had become imperative. Many matters now dealt with by Order-in-Council should be handled on the responsibility of individual Ministers and a Committee of Ministers might be chosen to review and deal with

the subject in order to obtain the necessary legislation. In the matter of appointments three Ministers and an equal number of permanent officials could be selected to confirm the choice of individual Ministers; a distinction should be drawn between a meeting of Council and a meeting of the Cabinet and the Treasury Board might very well be abolished. "At present the Cabinet, besides performing its proper functions of discussing and deciding questions of high policy, is compelled to conduct a large amount of purely routine business. If the latter were relegated to a meeting of Council summoned *ad hoc* and in much smaller numbers, the time at the disposal of the Cabinet for its more important duties could be better employed." The Ministers should be relieved of purely administrative work and the Deputy Ministers charged with the whole responsibility in that connection. In the more important Departments, it would be desirable to appoint a political Deputy Minister—presumably with a seat in Parliament though this was not specified.

The second point dealt with was the control of appropriations and expenditure. In this respect the Commissioner considered the existing system inefficient from the standpoint of economy or any persistent criticism of details. "I suggest that the Department of Finance should be definitely charged with this duty. Every item of new or increased expenditure should be closely scrutinized; and the Department proposing it should be called on to state in sufficient detail the ground on which the expenditure is required; the reasons which prevent its being deferred to a later date; and the consequential expenditure which will be rendered necessary in future years if the proposal is sanctioned. I think it is important that these proceedings should be carried on in writing. Oral criticism in Council by the Minister of Finance, and oral replies by his colleagues, are necessarily but imperfect methods for either attacking or defending proposals made." The third subject involved conditions in the chief spending Departments—the appointments to Public Service, the matter of promotions, the manner of retirements, the classification of the staff and distribution of duties, the allotment of work amongst the Departments. The system of competitive examination in the Inside Service was described as good and the appointments as on the whole satisfactory though with some exceptions and some suggested improvements. As to the Outside Service the conditions were not satisfactory.

If the system of examination and certificate (whether after competitive or merely qualifying examination) is desirable for the Inside Service, it is difficult to understand why it should not be regarded as equally desirable for the Outside Service. I can see no reason why the junior ranks in the Excise and Customs Service, for example, should not be subjected to the same conditions, *mutatis mutandis*, as the junior ranks in the clerical departments of the Inside Service. The Outside Service is, speaking generally, of no less importance than the Inside Service. An efficient staff is no less necessary; and it should be recruited under similar conditions. For the same reason promotion in it should follow on the same lines; by which I mean that the prizes of the Service should be

reserved for those who have shown themselves capable of performing the highest duties. At present such positions as Postmasterships and Collectorships are filled by the appointment of persons who, whatever their other merits, have not had the advantage of long training in the Service and are, consequently, compelled to rely on their subordinates in transacting the business of their Departments. Such a system is fatal to an efficient Service in two ways; the higher positions are filled, not by experts, but by amateurs; and the best type of official is not attracted into the Service because he recognizes that its prizes are not within his reach.

In the matter of retirements the Commissioner was explicit in describing present conditions as "a very grave evil." "Some system of securing retirement is absolutely essential if the Public Service is to be maintained in a satisfactory condition. It is necessary, on the one hand, in order to prevent officers from continuing in the Service after they have ceased to be efficient; and it is equally necessary in order to provide a flow of promotion and to ensure that men of capacity should reach the higher positions at a period of life when they are able to make the best use of their powers. But a system of pensions is an essential element in any system of retirement." In the matter of Staff classification, Sir George reported that "the various Departments have acted independently and each has arranged its staff in its own way. The result is that no uniform principles of organization have been enforced. . . . The first principle of a sound Departmental organization is that the work should be classified according to its importance, the responsibility involved, and the experience required to perform it properly. Regard should also be paid to the maintenance of a flow of promotion, so that, if possible, a man should not be kept too long at work which is inferior to the best of which he is capable." A Committee of Deputy Heads to examine in detail the work of every Department and report some uniform system was suggested.

Various suggestions were made as to the transfer of specific work from one Department to a more suitable one. The character and work of the Conservation Commission were praised but its membership was described as too large and a Permanent Commission of three or five members was recommended. Its function should be "(*a*) to initiate and work out—but not to execute—schemes for the utilization in the future of the natural resources of the country; (*b*) to examine and report upon every scheme affecting these resources, whether promoted by the Government or by private parties, before it is sanctioned by Parliament; and (*c*) to train up a body of technical experts who could be transferred, as opportunity offered, to the permanent Service in any Department in which they were required. The Commission would, in short, be a thinking, planning, advising and training body, with no executive functions. It should be directly responsible to and under the general control of the Prime Minister." In conclusion three essentials were indicated for an efficient Civil Service: "(1) The best material in the country must be attracted into it and induced to remain there; (2) to this end the Service must be so regulated as to provide a permanent career in which promotion

will depend on individual merit exhibited in the daily performance of duty; (3) it follows from this that the mutual relations of Ministers and Civil Servants alike must be conducted with a loyal and single-minded devotion to the public service from which all considerations dependent on the political views of individuals should be wholly excluded."

An important body created in 1912 was the Board of Grain Commissioners for Canada with appointments gazetted on Apl. 10th. They were Prof. Robt. Magill of Halifax as Chief Commissioner with W. D. Staples, M.P., of Treherne, Man., and Frank Egerton Gibbs of Winnipeg, Inspector of Grain, as Commissioners. The functions of this body comprised, practically, the administration of the Grain Act. The members were to reside at Fort William or Port Arthur, and were given very large powers in the administration of the Act; in some cases on their own responsibility, and in others on the approval of their recommendations by the Governor-in-Council. The organization meeting of the Board was held at Ottawa on Apl. 16 and work at once commenced. On June 6th, the Commission issued an official statement as to certain matters:

1. The Board approves of the leasing of Elevator "B" by the Grain Growers' Company. It considers the operation of a large terminal elevator by the Farmers Company an important step in the right direction.
2. The Board is considering the practicability of having 'sample markets' established at Fort William, Winnipeg and Calgary in September, 1913.
3. The Board is determined to protect the standards of the Canadian grain certificates. In this connection it is planning to strengthen the inspection staff.
4. The Board expects to have in operation by September, 1912, an office for the registration and cancellation of warehouse receipts.
5. The Board is giving attention to the advisability of proceeding at an early date with the construction of terminal facilities on the Pacific Coast and Hudson's Bay.

On Aug. 14, an Order-in-Council approved the contract for a Government Elevator at Fort William after the plans had been submitted to the Grain Commission. Some of the other matters dealt with included the appointment in the West of travelling Elevator Inspectors, the installation at many points of apparatus for moisture tests in connection with the drying of damp wheat, and the appointment of a Scale Inspector. The 1st Report issued in 1913.

A much-discussed body was the Public Service Commission appointed in 1911 and composed of Hon. A. B. Morine, K.C., R. S. Lake and G. N. Ducharme. Its duties of inspection, investigation and representation were wide and varied and a considerable volume of work was done. On Mch. 29, however, certain charges were made in Parliament by F. B. Carvell (Lib.) against Mr. Morine in connection with his personal share in the politics of Newfoundland over a term of years. Mr. Carvell said that while Minister of Finance and Receiver of Customs in that Colony the present head of the Public Service Commission had acted as Solicitor for Mr. R. G. Reid, the

Railway contractor, who had received valuable franchises from the Government of the Colony. He alleged that Mr. Morine had received during this period a retainer from Mr. Reid and that, later, after his retirement from the Government, he had left Newfoundland on the understanding that he should be paid a pension by Mr. Reid. Stripped of party verbiage this was the essential charge. Mr. Morine's reply was in brief as follows: "It was a public fact that I was and had been the general Legal adviser of R. G. Reid, the contractor. No secret had been made of this for I openly acted in that capacity in the Courts. I had specially asked the Premier, Sir James Winter, if it were desirable that I should remain in the Cabinet, and had remained at his request. Other Counsel for the contractor had sat in the previous Cabinet." Mr. Borden merely stated in the House that he was entirely ignorant of the matter brought up by Mr. Carvell but the assertions were of an "exceedingly grave character." A little later it was announced in the Conservative press that Mr. Morine had tendered his resignation and that it would be accepted.

Mr. Lake and Mr. Ducharme remained in charge of the work but no additional Commissioner was appointed and, ultimately, the Commission was to a great extent superseded by the appointment of Sir George Murray. On Nov. 19th the resignations of Messrs. Lake and Ducharme were accepted and on Dec. 9 their Report was presented to Parliament. It reviewed their inquiries into the Lake Timiskaming Dam Contract, affairs at the Sorel Shipyard, conditions in the Montreal Harbour Commission, Dredging affairs and the Department of Public Printing and Stationery. Their recommendations were: (1) that there was need of revision of the regulations in regard to salaries, vacations, sick leave, hours of work, etc., both in the Outside and Inside Services; (2) that adequate salaries were needed to attract good men to the Services and especially so in the West; (3) that promotions should be by merit and political patronage be abolished; (4) that the system of superannuation on a contributory basis should be established with retirement voluntary at 60 and compulsory at the age of 65; (5) that the Government should do its own dredging with its own plants instead of letting it out by tender to private dredging companies; (6) that the Printing Bureau should be enlarged and the work re-organized and that "every vestige of political patronage should be destroyed" at the Sorel shipyards; (7) that R. E. Cook, who was dismissed by the ex-Secretary of State, Hon. Charles Murphy, from his position at the Printing Bureau, on the ground of incompetency and refusal to obey orders, should be reinstated.

By an Order-in-Council of May 30th and upon the recommendation of the Minister of Trade and Commerce, a Departmental Commission was appointed to inquire into the statistical work which was carried on in the various Departments; as to its scope, methods and reliability; whether and to what extent duplication occurred; and to report to the Minister of Trade and Commerce a comprehensive system of general statistics adequate to the necessities of the country

and in keeping with the demands of the time. The members appointed were Richard Grigg, Commissioner of Commerce, as Chairman with Dr. Adam Shortt, Civil Service Commissioner, Henry Godfrey, W. A. Warne, R. H. Coats and J. R. K. Bristol as Members, and C. H. Payne as Secretary. Several Sessions were held at Ottawa and then the Commission separated to study conditions in the various Provinces—Mr. Grigg, in particular, going East and Prof. Shortt to the West. The inquiry was concluded at the end of the year and the following recommendations submitted: (1) The organization of a Central Statistical Office for the co-ordination, unification, extension and general improvement of statistics by (*a*) the creation of a Dominion Inter-departmental Statistical Committee and (*b*) of an Inter-provincial Conference on Statistics; (2) the taking of a Quinquennial Census of Population and Production; the co-ordination of work in the Department of Trade and Commerce, the re-organization of Canal statistics and creation of statistics of coastal trade; the creation of Wages and Consumption statistics; the perfection of methods of recording emigration from the country; improvements in statistics of Insurance and development of price statistics; the enlargement of the Canada Year Book and co-ordination of other publications; (3) the co-ordination of Provincial statistics along all lines of importance.

During this year a Commission appointed by Hon. S. A. Fisher when Minister of Agriculture, and consisting of W. A. Dryden and W. T. Ritch, reported as to the Sheep and Wool industries of Canada. It was pointed out that the Dominion had reduced its flocks of sheep and at the same time increased its consuming population, so that it was little wonder if the production of lamb and mutton, which at one time was considerably more than enough to supply the home demand, was not sufficient now to meet the needs of the people. More sheep and better quality was the advice given and Canadian farmers were urged to put their efforts at Sheep raising on a strictly business basis with mutton as the pivotal point. One of the first things needed was an improvement in the breed of sheep; uniformity of breed in a particular locality should also be encouraged; better methods of washing and packing the wool were required; while in the mutton trade standards must be established. Acting under these circumstances Mr. Burrell, the new Minister, appointed a Committee composed of Col. D. McCrae, Guelph; R. H. Harding, Thorndale; C. M. McCrae of New Brunswick; A. P. Westervelt, Toronto; and T. R. Arkell, Ottawa, to purchase and distribute pure bred stock throughout Canada.

Another Commission was gazetted on July 4th for the purpose of investigating and reporting upon the conditions and requirements of the Shell-fish fisheries of the Maritime Provinces. The members included Dr. E. E. Prince, Ottawa (Chairman); Richard O'Leary, Richibucto, N.B.; Hon. John MacLean, Souris, P.E.I.; and S. Y. Wilson, Halifax. A number of meetings were held throughout the Provinces and conditions carefully investigated. On Apl. 10, W. D.

Hogg, K.C., and Dr. Adam Shortt, C.M.G., were appointed Commissioners to investigate and report upon the working of the Law Branch of the House of Commons of Canada. On Jan. 29th, F. P. Gutelius, C.E., Montreal, and Geo. Lynch-Staunton, K.C., Hamilton, were appointed Commissioners to inquire into, investigate and report upon all matters in respect to the construction, etc., of the National Transcontinental Railway between Moncton, N.B., and the City of Winnipeg, Manitoba. On May 24th, James A. J. McKenna, Winnipeg, was appointed a Special Commissioner to investigate and report with respect to claims put forth by, and on behalf of, the Indians of British Columbia, as to lands, rights, etc., at issue between the Dominion and Provincial Governments and the Indians in respect thereto. and to represent the Government of Canada therein.

On Nov. 9th, Sir Joseph Pope, K.C.M.G., E. F. Jarvis of the Militia Department, and A. G. Doughty, C.M.G., Dominion Archivist, were appointed Commissioners to investigate into and report upon the state of the records of the different Departments of the Government of Canada and the control exercised over the same. A little before this, Mr. Rogers, then Minister of the Interior, selected E. E. Taylor, Chief Ranch Inspector at Calgary, George H. Pope, Winnipeg, and Clarence F. Graham, Winnipeg, to investigate the question of grazing leases in the West and to report as to lands suitable only for grazing purposes. Appointments to existing Commissions included that of M. G. Teed, K.C., of St. John as member and Chairman of the St. John River Commission; Henry Lumley Drayton, K.C., as Chairman of the Board of Railway Commissioners in succession to the late J. P. Mabee. Important changes took place in the Harbour Commissions of some of the chief Ports. In Montreal, Quebec, and Pictou, the Boards retired and were replaced as follows—the first-named being Chairman:

Montreal....William G. Ross.	Pictou.....Thomas Cantley.
Montreal....Farquhar Robertson.	Pictou.....Hugh Murray.
Montreal....Lt.-Col. A. E. D. Labelle.	Pictou.....Daniel Sutherland.
Quebec.....William Price.	Pictou.....George H. McDonald.
Quebec.....J. B. E. Letellier.	Pictou.....Capt. Wm. Fraser.
Quebec.....Alfred S. Gravel.	Three Rivers..Jos. F. Bellefeuille.

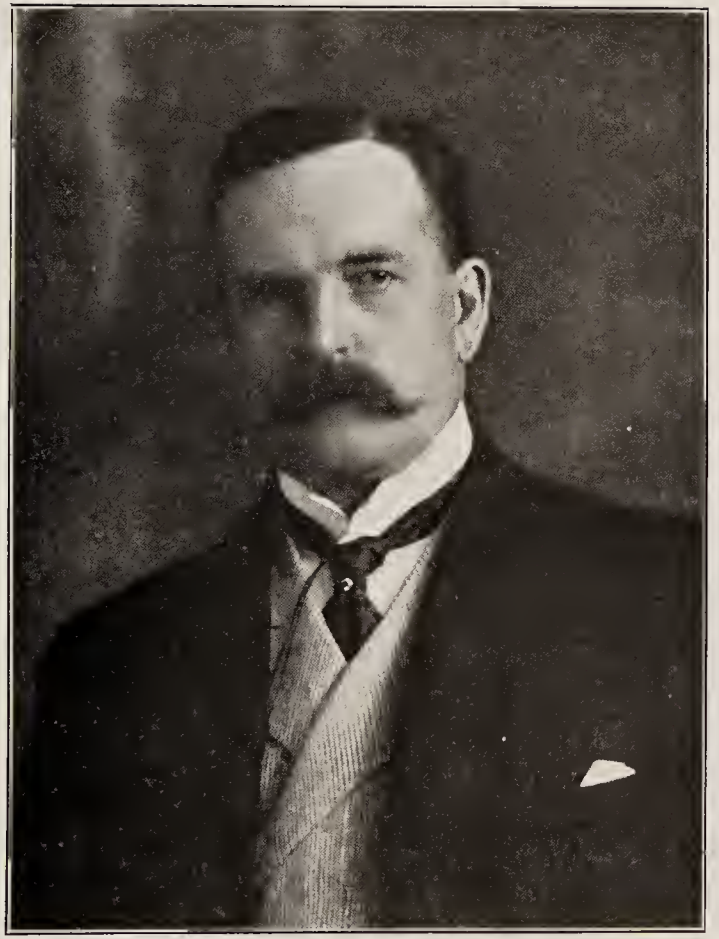
Of existing bodies the International Waterways Commission, established originally in connection with Boundary waters, had not been very active for some years and had confined itself chiefly to the delimitation of the International boundary through the St. Lawrence and the Great Lakes which in 1912 was nearing completion. It also presented a Report to Congress upon the regulation of the outflow from Lake Erie. The International Joint Commission, a new organization created in 1911 with T. Chase Casgrain (Chairman), H. A. Powell and Charles A. Magrath as the Canadian Members and L. J. Burpee, Secretary, did some important work during 1912. It was a sort of Judicial tribunal for the investigation and settlement of questions connected with international waterways and was engaged chiefly in investigating three important questions, referred to it by joint agree-

ment of the Canadian and United States Governments. One of these related to the levels of the Lake of the Woods and tributary waters, involving large interests, as far apart as Winnipeg and Duluth. The second question was the building of a dam in the Detroit River, in connection with the Livingstone Channel and intended to be built partly in American and partly in Canadian waters in order to protect the interests of navigation. The third question was the exceedingly important one of the pollution of boundary waters. In addition to these matters, the Commission had before it several applications involving the erection of dams and other works in boundary waters. The Civil Service Commission of Canada—M. G. Larochelle and Prof. Adam Shortt, Commissioners—did its routine work during the year and in view of current investigations made no special recommendations in its annual Report of September, 1912. The Ottawa Improvement Commission issued a Report signed by its Secretary, Wm. Kearns—detailing some of the work which had been recommended, undertaken or carried out with the support of the Government and City authorities.

Summarized Record of the Parliamentary Sessions of 1912

Mr. Borden's first Session as Prime Minister was notable for the presentation of much legislation along the line of preceding promises; it was also marked by the checking of a part of his programme in the Liberal Senate. On Jan. 10th the Government accepted a Resolution moved by Mr. H. R. Emmerson (Lib.) stating that the sphere of influence of the Intercolonial Railway as a Government-operated Line should be widened and extended by securing through lease or otherwise such of the branch lines of railway then conected with the Intercolonial as might prove "direct and profitable feeders" to the traffic of the Government Line. Mr. J. A. M. Aikins (Cons.) brought up the Hudson's Bay Railway question on the 12th and evoked a considerable discussion of the subject. The Old Age Pension idea was discussed on the 17th through a motion asking for a Select Committee which was presented by J. H. Burnham (Cons.) after arrangement with E. M. Macdonald (Lib.) who had a similar Resolution on the order-paper. It brought a favourable and logically-worded address from the Hon. W. T. White. The debate was continued briefly on the 24th when Mr. Macdonald, Hon. R. Lemieux and others spoke and the motion was accepted. The Committee as appointed was composed of Mr. Burnham (Chairman), G. H. Bradbury, W. A. Buchanan, W. F. Carroll, O. S. Crocket, J. A. Currie, H. Guthrie, E. M. Macdonald, A. A. Mondou, A. Verville, and Hon. W. T. White.

On Jan. 24th W. A. Buchanan (Lib.) brought up the matter of the car shortage in the West at such points as Claresholm, Cardston, Taber, Magrath, Granum, etc., and Mr. Foster, Minister of Trade and Commerce, pointed out in reply that while increased facilities were desirable and necessary, yet the Railways had apparently done their best under the circumstances. The number of cars inspected in the Western division was as follows in recent years: in 1906-7 the



Mr. B. Hal. Brown.
Appointed President of the Prudential Trust Company, Montreal, 1912.

Mr. James Carruthers.
Elected President of the Richelieu & Ontario Navigation Co., 1912.

number was 34,855; in 1907-8, 35,827; in 1908-9, 59,816; in 1909-10, 69,748; in 1910-11, 59,124; in 1911-12, 83,001. The farmers of the West should help by storing their grain to some extent as was done by the farmers of the East. A Resolution introduced by J. G. Turriff (Lib.) and voted down by 107 to 62 declared that the Minister of Customs "in collecting a duty of 25 per cent. on sawed planks, boards, joists, scantlings, studding and other lumber of wood dressed on one side when the edge thereof was neither jointed, nor tongued, nor grooved, is violating the Customs Act, and unduly and illegally imposing a heavy tax on the people."

The debate was largely between Prairie Liberals and British Columbia Conservatives. The former claimed that the Government had changed the interpretation of the law to please the British Columbia lumbermen, and the latter that the Liberals had allowed the American lumbermen to evade the law by a "fraudulent" method of dressing lumber so that it came in free. Sir W. Laurier spoke also at some length. Dr. Reid, Minister of Customs, concluded the debate by stating that no duty had been collected upon the species of lumber under discussion. W. F. Maclean (Cons.) had a motion declaring it to be "against the general interests of Canada to have any territorial variance in the application of tariff charges by the Board of Railway Commissioners for Canada." He urged the principle of equality of Railway rates throughout the Dominion and the Premier, in reply, described the subject as complicated and the motion as going further than the Government was willing to go. Cost of construction, length of haul and density of population all entered into the matter, and he did not think it would be wise to lay down the amendment as a principle for the guidance of the Commission. Several Western Liberals supported the Resolution but finally it was withdrawn by Mr. Maclean.

The afternoon of Jan. 25th was spent in debating the Liberal proposal to grant a bonus of $5,250 to the National Transcontinental Commissioners whose resignation had been requested by the Government. This the Government refused to do. Conservative speakers claimed that construction had been mismanaged by the Commission and asked how freight rates in the future were to be reduced with a fixed charge of $6,000,000 interest on the Line for constructive cost. "You cannot escape the fact," said Hon. W. T. White, "that $13,000,000 estimated by the late Prime Minister as interest, and I must do him the justice to say that he never estimated it as anything else, has grown to $60,000,000 and the $54,000,000 estimated by my predecessor, I have no doubt in all good faith ($28,000 per mile from Winnipeg to Quebec and $25,000 a mile from Levis to Moncton), has now grown into $236,000,000—nearly five times as much and equal to $130,000 per mile." The Hon. G. P. Graham, ex-Minister of Railways, contended in the House on Mch. 21 that the capital cost to Jan. 1, 1914, would be $187,781,128.

On March 29th, A. de Witt Rhodes (Cons.) of Nova Scotia presented a Resolution calling upon the Government to inaugurate a

policy of publicity and immigration calculated to develop the Provinces of Nova Scotia, Prince Edward Island and New Brunswick, as well as the wheat-growing districts of the West. Mr. Rogers, Minister of the Interior, received the proposal sympathetically and stated that all the Provincial Governments had been invited to co-operate with the Federal Government in a just and aggressive Immigration policy. The motion passed without division. Meanwhile, on the 12th, the question of political dismissals from office was brought up in Committee. O. J. Wilcox (Cons.) pointed out alleged Liberal incidents and practices of dismissal without cause and defended himself for a similarly charged action. Mr. Reid, Minister of Customs, defined the Government's practice after charges of partisanship against officials had been submitted, as follows: "In cases where investigations are held there is a regular Commissioner duly appointed by Order-in-Council for that purpose. If there is no Counsel employed, then the Commissioner must notify the man charged, who will have a right to appear and give evidence, or rebut evidence that may be brought against him. He can take any means he likes to disprove that evidence, and the Commissioner must take the evidence under oath. Then a report will be sent to the Department, it will be looked into, and if the evidence is sufficient to justify the dismissal the dismissal will have to be made." J. A. Currie and other Conservatives followed with elaborate lists, statistics and details of dismissals, without investigation, by the late Government in 1896-7.

West Indian trade and tariffs and the possibilities of Australian Preferential action were discussed on motion of Hon. W. Pugsley (Jan. 26); the delay in issuing a writ for the South Renfrew vacancy was brought up by A. H. Clarke (Lib.) on the 31st, while J. E. Armstrong (Cons.) made a careful and elaborate speech upon this Resolution: "That a Commission should be appointed to investigate the systems of national telegraphs and telephones, wireless telegraphs and cables, also postal conditions, laws and regulations, parcels post, means of collecting and distributing mails; with a view to submitting such data and information to the Post Office Department as would help to improve existing conditions in all the above; and to further inquire into postal facilities in rural districts in other countries in order that a better system of rural free mail delivery may be inaugurated." The alleged partisan grant of passes on the Intercolonial (Government) Railway under the late Government, and the extension of the Parcel Post system, brought up by W. F. Maclean were discussed briefly on Feb. 1st when Hon. L. P. Pelletier committed himself to some expansion in the latter system. On the 2nd, Mr. White, Minister of Finance, moved a Resolution which was adopted in the following terms and legislation duly passed:

Resolved, that it is expedient to authorize the payment out of the Consolidated Revenue Fund of such sums as may be sufficient to discharge the obligations of His Majesty the King, acting in respect of the Dominion of Canada, under the provisions of Paragraph 5 of the Schedule to Chapter 24 of the Statutes of 1904, in accordance with the interpretation of

these provisions by the judgment of the Lords of the Judicial Committee of the Privy Council, on the appeal of the Grand Trunk Pacific Railway Company *v.* The King, from the Supreme Court of Canada, delivered November 2nd, 1911.

This technical matter turned upon an obscure wording in the revised Government Agreement of 1904 with the Grand Trunk Pacific Co. and involved an additional payment to the Company of $10,080,000. The original Agreement of 1903 provided that the Government should guarantee the bonds of the Railway Company. These bonds were to be for three-fourths of the cost of the Prairie Section, but not to exceed $13,000 a mile, and three-fourths of the cost of the Mountain Section, whatever that might be. The bonds were to be for the face value of these sums. In 1904 this Agreement was modified, and the word "implement" was introduced. Under the legal interpretation of this arrangement the Government was obliged (1) to guarantee these bonds, and (2) in addition to pay in cash the difference between the par value of the bonds and the sum which they would realize on the money market. In all there were about seventy millions of such bonds. They were issued at first at 94 and of late had been netting only about 80. Their average price was about 85 or 86, so that the deficiency was about ten millions. The subject was discussed on the 2nd Reading of the Bill (Feb. 14 and 19). Mr. White declared that the public had been shocked by the discovery of this heavy additional obligation and Sir W. Laurier (Feb. 14) accepted for his late Government full responsibility for the original legislation. He made this explanation:

> The only difficulty that arose in connection with the matter, was as to the interpretation of this Agreement, and as to in what manner the implementing should take place. That has been a question between the Grand Trunk Pacific Railway Co. and the Government for some years past. I need not tell the House—many of the old members remember it—that when we made the contract with the Grand Trunk Pacific Railway Co., the Government engaged the services of some of the most able Counsel who could be obtained. We had the Minister of Justice, who did not himself take any technical part in the framing of the contract, and who left this largely to Mr. Newcombe, the Deputy Minister of Justice, and to one of the most able Counsel of the Dominion, Mr. George F. Shepley. These gentlemen prepared the contract for our guidance, and even though our best efforts were given to make it a document that could not be disputed, still, as doctors differ, so will lawyers and judges. When the difficulty arose, Mr. Shepley and Mr. Newcombe advised us that the proper method of implementing would be to issue bonds, so as to make up the difference, whereas, the Grand Trunk Railway Co. took the position that the implementing should be only by the payment of cash to the amount of the difference between the face value of the bonds and the price they realized. Then, the matter was referred to the Supreme Court of Canada.

Upon Feb. 2nd, also, E. M. Macdonald (Lib.) urged the Government to make immediate representations to Great Britain in the direction of an Imperial Naturalization law. Sham trawling was discussed on the 5th together with the question of better protection for fishing interests in Canadian waters on the Pacific Coast. Upon the latter point and the arguments presented by H. S. Clements and

F. H. Shepherd, Mr. Hazen, Minister of Marine and Fisheries, was explicit: "It is my belief that up to the present time there has not been adequate protection to preserve these fisheries from the encroachments of those who have no right to fish in our waters within the three mile limit. It is my belief, also, that there has not been a sufficient patrol to enforce our laws within that three mile limit." A debate, also, took place on the 2nd reading of Mr. Arthur Meighen's Railway Amendment which aimed at selecting a standard cattle-guard which would be of real use for the purpose for which it was intended and providing, in cases where animals were injured on the tracks of a Railway Company and where the injury was caused by the negligence of the Company, that the Company should be made to pay. Mr. Borden pointed out certain difficulties and the debate was adjourned.

Freight rates were discussed on Feb. 15th and J. G. Turriff (Lib.) claimed that there was not only discrimination against the people of the West in comparison with the East but also in comparison with the United States generally. Elaborate statistics were adduced to prove his case. Mr. Rogers, Minister of the Interior, in reply spoke of the cost of Railway construction as being important in this connection as well as the cost of operation and, in the course of his speech said that the latest estimate of National Transcontinental construction and completion was $350,000,000. The Government and the people, he thought, had every confidence in the existing Railway Commission to which this subject had been relegated and in the able lawyers to whom the people's case had been confided for presentation to the Commission.

Winter communication with Prince Edward Island was dealt with on Feb. 28th and the rules of the National Rifle Association at Bisley were discussed on the 26th—incidentally the alleged superiority of the Ross rifle to the Lee-Enfield. Mr. Oliver, ex-Minister of the Interior, moved a Resolution on the 28th recapitulating the Government action in connection with Western grain congestion—the lowering of freight rates to Duluth and Minneapolis after conference with the Railways and the application to the United States Interstate Commerce Commission for leave to file grain routes from the North-West to the same ports—and continuing as follows: "As the reduction of rates so announced can only affect the situation to a limited degree, the House would urge upon the Government the advisability of securing further consideration of the matter by the Railway Companies with a view to having the reduced rates apply to wheat and oats for grinding in bond and for consumption in the United States as well as for export; the House would further urge that such means as may be practicable be taken by the Government to have the through rates on barley and flax to Duluth and Minneapolis which became effective on Jan. 23 reduced to the Fort William rate."

The speaker claimed that there were 30 million bushels of damaged wheat in the West unfit for milling and about that amount unthreshed in the middle of January. "The loss to the farmer on

the expectation of his crop is estimated at about 25 million bushels. At 60 cents a bushel the loss to the farmer will be $15,000,000. But, unfortunately, besides the shortage of the crop is the loss by reason of depreciated quality, owing to the unfavourable season of late growth and harvest—estimated at $20,000,000." His conclusion was as follows: "The policy of the Government, as they are pleased to say, looks to building up the industries and interests of this country of ours by a process of restriction. It is distinctly in giving effect to that policy that these millions of bushels of damaged wheat in the Northwest are in danger of absolute destruction and it is in pursuance of that policy that the people of the Northwest, the farmers and business men, have lost the millions of dollars that they have lost during the past season from the blockade conditions." Reciprocity or freer trade was in his opinion the only relief.

Hon. Mr. Foster, in his reply, referred to the natural causes of too much rain and too little sun, with the addition of a coal strike which hampered the Railways, as the chief reasons for the trouble. He denied the correctness of the huge figures of loss adduced and said that if any Government was to blame it must surely be the one which had just left Office. After some reference to his own personal experiences as a boy on a farm, Mr. Foster proceeded: "In this matter the Northwest must help itself, or it never can be best helped, by changing gradually, but surely, its method of farming, and introducing mixed farming—not putting all the eggs into one basket. Instead of going to outside countries to bring in all their goods except grains from time to time, they have an inestimable opportunity there for the production of all that class of articles. That is one part of this problem of coarse grain. Then, I think we cannot put the question too strongly to the farmers of the West that they must look to the storing of their own grain to a certain extent." Other speakers followed and the motion was rejected by 84 to 54.

On Feb. 29th J. E. Armstrong again brought up the question of public means of communication—as he had done on Jan. 31—including Rural free mail delivery, Telephones, Cables and Cable rates, Wireless Telegraphy and Parcels Post and asked for a Commission of Inquiry. Hon. R. Lemieux (Lib.) followed with a speech favouring, in particular, a reduction in Cable rates between Canada and Great Britain and moving an Amendment to that effect which was rejected by 70 to 40. On Feb. 16th and Mch. 11th the Bill separating Queen's University, Kingston, from the control of the Presbyterian Church, was debated at length. At the first date a large Delegation of Hebrews was present in Committee to oppose the clause declaring that the institution shall be "distinctively Christian." It was pointed out that the Church in question had only permitted the separation on the understanding conveyed in the words mentioned. Two clauses in the Act were of primary importance as follows:

(3) The management and discipline of the University shall be in every respect freed from all denominational restrictions, and it shall be national and non-denominational in its character and management:

(20) The University shall continue distinctively Christian, but no religious test or qualification save the profession of Christianity shall be required of or appointed for any officer, trustee, member of council, or official of the University. Laymen shall be eligible to any position therein.

They were amended by omitting the second portion of Clause 3 and making Clause 20 declare that the University "shall continue distinctively Christian and the Trustees of the University shall satisfy themselves of the Christian character of those appointed to the teaching staff. Laymen shall be eligible to any position in the University." One of the most important measures of the Session was Mr. Foster's Grain Act of which the 2nd reading took place on Jan. 30th. He reviewed the Report of the Grain Commission of 1906-7, the Conference of business and agricultural interests with the Minister in 1908, the remodelling of the Grain Act and Instruction and Sales Act, the discussion of 1911 and the Act which passed the Senate in that year. The twin questions of storage and transportation were dealt with, the problem of prices handled, the middlemen in the storage question referred to, and the Minister then summarized his Bill as follows:

The object of the present Act is to remedy grievances and to alleviate troubles in as far as an enactment of Parliament can alleviate and help. The whole Act, which is a long one, is not new; it is a consolidation of the Inspection and Sales Act and the Manitoba Grain Act with some amendments and additions. The object is to perfect the Governmental system of supervision and of control so as to meet some of the difficulties which have arisen and do away with some of the grievances which have been stated. A Commission is to be formed which, in the first place, will have control of what has so far been controlled not by a Commission but by officers appointed by the Government. . . . The Government also takes power in this Act to expropriate, to construct and to lease Terminal Elevators to the end that the selfish interests which it has heretofore been declared have worked against the interests of the farmer shall be eliminated as far as possible and such Terminal Elevators, when constructed, or built, or leased, will be managed by the Commission. It will be their business to operate these Elevators.

Mr. Foster described it as a non-party measure and one in which he would welcome co-operation from all sections. The subject was discussed at length on Feb. 1, 2, 6, 9, 15, 20, 26, 29 and Mch. 11—one of the most debateable matters being the proposed change in the name of high-grade Western wheat from "Manitoba" to "Canada." Saskatchewan and Alberta wanted the change, Manitoba opposed it. In his contention (Feb. 6) the Minister claimed that greater credit would accrue to the country at large if the name of this wheat were not confined to one section. He was of opinion that the change would not militate against the market currency of the grain. If there was any danger that it would do so the word "Manitoba" in brackets might be placed after the new name. "If we restrict our wheat to the word 'Manitoba,'" said the Minister, "we restrict the idea of Canada's productive power. If the word 'Canada' is applied it

lends the idea of expansion." Mr. Foster was not fixed in his view, however, and ultimately Manitoba retained the honour she had won years before of being the first Province to produce the celebrated "No. 1 Hard." In other grains, Manitoba yielded pride of place and in descriptions of oats, barley and flaxseed "Canada Western" was in future to be the official title. Various amendments were moved but were voted down; Deputations from rival interests such as the Grain Growers Associations and the Dominion Millers' Association objected to certain clauses; Western Liberals claimed that too much power was given the Grain Commission. Finally, a clause giving this Board special authority in dealing with grain blockades was deleted but the Act passed in the main unchanged.

Mr. Martin Burrell's Act in aid of Agriculture was an important measure. The Minister explained the Bill (Feb. 12) as being the result of a genuine desire to encourage agriculture and to obtain Provincial co-operation in so doing. "It provides for power to assist the Provinces by means of direct grants of money under agreement between this Government and the Provincial Governments; it being understood, of course, that such moneys will be expended purely for agricultural purposes. The principle upon which grants will be apportioned will be that of division based on population, the Census of 1911 governing." The total sum involved was $500,000 and the chief argument adduced by the Opposition was that the powers granted were not limited, legally, to the specific purposes described in the Minister's speech. Mr. Hazen, Minister of Marine and Fisheries, introduced on Mch. 14 a Bill amending the Fisheries Act. "This Bill has reference to the oyster fisheries of the Lower Provinces. Hon. gentlemen, I think, are aware that in late years these fisheries, which were at one time very valuable, have become owing to poor fishing, largely depleted, and the result has been that the fisheries show a falling off in the output year by year. For some years past the Commissioner of Fisheries in my Department has been endeavouring to come to some arrangement with the Governments of the Provinces of Nova Scotia, New Brunswick and Prince Edward Island, with a view to the improvement of these fisheries."

It was proposed to authorize the Provincial Governments, upon terms to be approved by the Governor-in-Council, "to grant leases of such areas of the sea coast, bays, inlets, harbours, creeks, rivers and estuaries as the Government of such Province considers suitable for the cultivation and production of oysters, and any person to whom such leases are granted by such Province shall, subject to the Fishery regulations of Canada, have the exclusive right to the oysters produced or found on the beds within the limits of their respective leases." An Amendment to the Canada Shipping Act was also passed by Mr. Hazen providing that certificates shall not in future be required for masters and mates upon sailing ships of not more than one hundred tons, registered tonnage, propelled by auxiliary power other than steam—employed partly in fishing and partly in the carriage of freight. Great changes had recently taken place in this

industry and these fishing vessels were now propelled almost entirely by gasoline engines.

Other legislation of the Session included the Criminal Code amendment by Mr. Doherty, Minister of Justice, intended to restrict the privilege allowed as to betting upon race-tracks to tracks of racing Associations incorporated either by Act of Parliament, or by an Act of the Legislature of the Provinces in which the Association might exist; the same Minister's Bill to amend the Exchequer Court Act so as to provide for the appointment of an Assistant Judge in that Court; the Amendment to the Civil Service Act proposed by Mr. Pelletier, Postmaster-General, for the establishment of a branch of the Post Office Department to be known as the Rural Mail Delivery Branch, and for the employment of a Superintendent and such other employees as might be required who would all be appointed under the Civil Service Act; Hon. Mr. Burrell's Act incorporating the Live Stock Record Association.

The two measures adding to the boundaries of Manitoba and Quebec, as a result of the Manitoba settlement, were introduced (Mch. 28) and passed by Mr. Borden. They involved a transfer to Quebec of 456,000 square miles of land and water and to Ontario of about 140,000 square miles. Mr. White, Minister of Finance, on Mch. 22nd presented the following Resolution which was afterwards put into legislation and approved: "Resolved, that it is expedient to authorize, in addition to the sums now authorized by law, the payment of an annual grant to the Province of Prince Edward Island of one hundred thousand dollars." The subject was debated on Mch. 26 at some length. Colonel Hughes had a measure confirming the appointment of Brigadier-General W. D. Otter, C.B., as a Major-General and changing the law as to Cadet Corps so that they should turn out in separate Camps and not with the active Militia. Mr. Cochrane, Minister of Railways, put through a Bill aiding the construction of certain bridges on the St. John and Quebec Railway.

On Mch. 29, Mr. Crothers, Minister of Labour, took strong ground against the Grand Trunk Railway and Mr. C. M. Hays' alleged action in not re-instating certain men after the Strike settlement of 1910. "It seems to me, Mr. Chairman, that the time is not far distant when it will be the duty of this Parliament to provide means whereby a quasi-public institution like the Grand Trunk Railway Co. can be compelled to treat its employees fairly and decently and to carry out the agreements they make with those employees, just as one individual is compelled to carry out his agreement with another individual." The question of weighing butter and cheese for shipment or sale was discussed on Mch. 21st by J. W. Edwards and others while Hon. Mr. Lemieux dealt with Franco-Canadian relations and urged the retention of a Commercial agency in Paris. To this, Hon. Mr. Foster pointed out that the balance of trade with France had grown against Canada from 5½ millions in 1902 to 9 millions in 1911. It was, however, not his intention to do away with the Agency but to re-organize and strengthen Canadian representation in Paris. A. K. Maclean

(Lib.) brought up the subject of a fast Atlantic Service on Mch. 29 and urged action in the matter; the International Fishery Treaty and Commission was discussed on the 30th upon motion of Hon. Mr. Pugsley.

A private measure presented by E. A. Lancaster was passed at the close of the Session enabling the Grand Trunk Railway to raise $30,000,000 for specific purposes and use in Canada; another confirmed an Agreement between this Company and the T. & N. O. Railway Commission. Col. Hughes, Minister of Militia, carried legislation based upon the Resolution that "it is expedient to provide for the payment of $100 to every person residing in Canada at the date of the passing of an Act based upon this Resolution, who was regularly enlisted in and served with the Militia called out for active service in the year 1866 by the Governments of Canada, Nova Scotia or New Brunswick, or in the year 1870 by the Government of Canada, with the exception of certain battalions of riflemen formed for service in the Northwest." Mr. White, Minister of Finance, renewed the Bank Act for another year after presenting a draft measure of a permanent nature for public consideration. An important Railway measure was Mr. Cochrane's Bill authorizing the Governor-in-Council to grant a subsidy of $12,000 per mile to the Canadian Northern Pacific Railway Co. towards the construction of a railway from a point in Yellowhead Pass to Vancouver and the mouth of the Fraser River; not exceeding 525 miles. The Railway was to be commenced within two years from Aug. 1 and completed within four years of that date. Another measure authorized the Dominion Government to aid and assist the construction and completion of a branch of the Canadian Northern Alberta Railway Co. extending from a point on the Company's Line 150 miles westerly from St. Albert, thence in a westerly direction to the boundary of the Province of British Columbia at or in the Yellowhead Pass for a distance not exceeding 115 miles, by guaranteeing the principal and interest of the bonds, debentures, debenture stocks, and other securities of the Company to the extent of $35,000 per mile.

Of miscellaneous Government Bills Colonel Hughes had a measure authorizing the sale of the Fort Osborne Barracks, Winnipeg, to the Province of Manitoba for $200,000—the money to be used in constructing local drill-shed and armouries; Mr. Monk's Dry-dock Subsidy's Act provided for the construction of Dry-docks for naval and general purposes, costing for the purposes of subsidy calculations not more than $5,500,000 and being Dry-docks other than floating Dry-docks, of dimensions to be prescribed; Mr. Doherty's Act relating to Judges provided certain additional salaries in various Canadian Courts; Mr. Rogers had a measure permitting the transfer of the control and management of water-rights within the Railway Belt in British Columbia to the Government of that Province; Mr. Pelletier carried an Act providing under certain conditions for increased salaries for the Railway Mail clerks. The following matters were also discussed during the Session upon the initiative of those mentioned:

Guysborough Branch Railway	Jan.	18	J. H. Sinclair.
Political Dismissals	Jan.	19	E. M. Macdonald.
Political Dismissals	Jan.	23	Ernest Lapointe.
Political Dismissals	Jan.	26	A. W. Chisholm.
Quebec Harbour Works	Feb.	9	Hon. R. Lemieux.
Immigration	Feb.	28	W. M. German.
Nova Scotia Docks and Railways	Mch.	1	A. K. Maclean.
Trusts and Mergers	Mch.	14	A. Verville.
Steamship Service, P.E.I.	Mch.	15	A. A. McLean.
Intercolonial Railway	Mch.	20	Hon. H. R. Emmerson.
Fishing Twine, Duty on	Mch.	20	J. H. Sinclair.
Railway Subsidies	Mch.	21	Rt. Hon. R. L. Borden.
Railway Subsidies	Mch.	27	Hon. G. P. Graham.
Political Dismissals	Mch.	27	F. B. Carvell.
Political Dismissals	Mch.	29	Hon. H. S. Béland.

It may be added that the Senate during this Session discussed Typhoid fever legislation on Jan. 24 and 30 and Feb. 8; the wages of Railway employees, Feb. 6 and Western Grain congestion Feb. 7; the pollution of navigable waters, Feb. 13, 27; Manitoba Boundaries on Mch. 20, 25, 26; the proposed Government aid to Agriculture Mch. 27 and the Grain Act Feb. 14, 15, Mch. 25, 27, 28; the Prince Edward Island subsidy on Mch. 29, 30; the National Transcontinental on Feb. 23 and Mch. 5 and Intercolonial Railway rates on Feb. 18, Mch. 19; the repeal of the Naval Act on Feb. 28 and the Montreal Harbour Commission on Mch. 15. On Apl. 1st, after some heated discussion of the Senate's Act in amending certain Bills so that the Government could not accept them, the House was prorogued by H.R.H. the Governor-General.

The 2nd Session of this Parliament was opened on Nov. 21st by H.R.H. the Duke of Connaught with brilliant ceremony and amid great expectation as to Government announcements and policy. The Toronto *Globe,* in what proved to be a prophetic tone, stated on the 20th that it would "inevitably be a fighting Session from start to finish." The Speech from the Throne referred to the Governor-General's tour of the country from Coast to Coast and his satisfaction at the almost unusual prosperity which prevailed and the energy and enterprise shown by the people; noted the rapid and steady increase of Canadian trade, the continued expansion of the public revenues, the remarkable activity in business and industry; mentioned the increasing volume of immigration and the fact that total values in the field crops would be larger than usual, despite some unpropitious influences in production; referred to the pending West Indian arrangement and to the Naval proposals of his Government, which are dealt with elsewhere; stated that the contract for construction of the Hudson's Bay Railway from Le Pas to Port Nelson had been awarded; promised legislation in aid of Highways and enabling co-operation with the Provincial authorities; mentioned the Agricultural aid proposals of the Government and the reductions in Cable rates which had been secured; promised legislation revising and extending the Bank Charters and increasing the representation of the West in the Senate.

A notable incident occurred on the following day when a caucus of Liberal Senators elected Sir George W. Ross, formerly Prime Minister of Ontario, as Leader of the Opposition in their Chamber in

succession to the late Sir R. J. Cartwright. Others mentioned for the post had been Hon. Hewitt Bostock of Kamloops, Hon. J. K. Kerr of Toronto, Hon. L. G. Power of Halifax and Hon. R. Dandurand of Montreal. The choice was of public interest not only because of the recognized ability and eloquence of Senator Ross, but because of his well-known opposition to Reciprocity. The great event of this Session, so far as 1912 was concerned, was, of course, the Naval policy of the Government. Other incidents included the proposal of J. A. M. Aikins, K.C. (Cons.) to amend the Bank Act so as to give Banks the right to lend money to Western farmers on wheat before it reached the Elevators; G. H. Bradbury's proposed legislation (1) to prohibit the pollution of navigable streams by sewage and (2) to prohibit the use of the Union Jack for advertising purposes; the stormy debate on Nov. 26th in which the Opposition speakers charged undue Government interference—both Dominion and Provincial—in the Macdonald bye-election and an address on the same day from Hon. W. T. White reviewing Government policy and action in the Cement duty matter; Major J. A. Currie's proposed legislation to prevent non-naturalized foreigners from taking part in Canadian elections.

A discussion took place on Nov. 29th in which G. W. Fowler (Cons.) by persistent questions drew the statement from Hon. W. Pugsley, Hugh Guthrie, K.C., and Sir W. Laurier that they still were in favour of Reciprocity. A declaration was made by W. F. Maclean on Dec. 2nd that he wanted reform of the Senate, a State-owned Cable system for the Empire, a combined Naval contribution and Canadian Navy creation, a State-owned Telegraph; J. H. Sinclair (Lib.) stated on the same day that he desired a Canadian Navy passing automatically under control of the British Admiralty in wartime; new legislation was outlined by Hon. J. D. Hazen (Dec. 6) requiring the installation of Wireless apparatus on all ships carrying more than 50 passengers and plying between ports more than 200 miles apart and providing that the Government might fix fees for the licensing of operators, the holding of examinations for persons desiring licenses and the framing of regulations to govern operators.

Other matters dealt with or discussed included certain charges against the Public Works Department (Dec. 11) as to the acquisition of lands at St. Peter's, N.S., and the purchase of a wharf in Richelieu County; the introduction, on Dec. 17, by Hon. W. T. White of the new Bank Act. This important measure was to include the following changes: The establishment of a central gold reserve against which the Banks could issue notes; a compulsory independent audit for each Bank with an auditor to be appointed by the shareholders; additional safeguards thrown about the organization of new Banks; more details required in annual and monthly statements; heavy penalties against Directors and officers guilty of false statements made through negligence; Mergers to have Government approval before being passed upon by shareholders; farmers to have the right of borrowing on the security of grain and ranchers on the security

of cattle. The Chairmen of Committees in the Commons and the Senate were appointed as follows:

Commons.		Senate.	
Railways	E. A. Lancaster.	Printing	Hon. Thos. Coffey.
Banking and Commerce	H. B. Ames.	Standing Orders.	Hon. Jules Tessier.
Public Accounts	W. S. Middlebro.	Banking and Commerce	Hon. Wm. Gibson.
Marine and Fisheries	C. Jameson.	Railways, etc.	Hon. F. M. Young.
Privileges and Elections	S. Barker.	Private Bills	Hon. H. Bostock.
Private Bills	O. S. Crocket.	Debates	Hon. J. V. Ellis.
Standing Orders	Eugene Paquet.	Divorce	Hon. J. N. Kirchoffer.
Mines	F. H. Shepherd.	Agriculture and Forestry	Hon. W. C. Edwards.
Agriculture	J. A. Sexsmith.	Immigration and Labour	Hon. T. O. Davis.
Printing	J. A. Currie.	Trade Relations.	Sir G. W. Ross.
Forests and Waterways	Richard Blain.	Public Health	Hon. L. G. Deveber.
		Civil Service	Hon. L. G. Power.
		Public Buildings.	Hon. P. A. Choquette.

The Manitoba Boundary Settlement and the School Question

Interjected into the Parliamentary and political situation in 1912 was an issue which did not appear upon the surface of the reasonable and, from various standpoints, natural legislation introduced by Mr. R. L. Borden on Feb. 23rd with a view to enlarging the boundaries of Manitoba and re-arranging the financial terms allowed by the Federal authority to that Province. In the District of Keewatin it was alleged that Separate (Catholic) Schools were permitted under the North-West Territories Act of 1875 and the question was, whether, in giving the greater part of that region to Manitoba existing or future schools would come under the Educational laws of that Province. If so, such schools would be subject to the Laurier-Greenway compromise of 1896 and, in a legal sense, would disappear from view. Would Mr. Borden meet the issue directly and thus please his supporters in Ontario or would he evade it and placate the trouble which was threatened in Quebec? The Nationalists were keen in their desire to obtain clear and direct recognition of Keewatin Separate Schools with a guarantee of immunity from the Manitoba law; the Liberals took no specific ground at first but expected disagreement and trouble in the Government ranks; the Conservatives were not exactly a unit in the preliminary discussions and a prolonged Caucus was held on Feb. 1st at which, so the Liberal press stated, the subject was found to be extremely embarrassing.

The air for a time was full of rumours and the press filled with sensational statements. It was alleged on Feb. 14 that the Quebec supporters of the Government were unanimous in demanding a Clause in the Bill safe-guarding the rights of the Roman Catholic minority; it was intimated, on the other hand, that there were no Separate Schools in the District and that Commissioner Fred. White had refused to allow the establishment of any, although Bishop Charlebois had a private institution at Le Pas; the Orange *Sentinel* of Toronto

had a despatch on the 14th declaring that a crisis was coming at Ottawa. "The situation has become extremely acute because of the activity of the Roman Hierarchy. Naturally there is a division in the Cabinet. At this time it is impossible to predict the outcome; but some of the best informed members of the House anticipate that it will lead to a general election. The Church is fighting fiercely for Federal recognition of Separate Schools, and their opponents in the House are equally determined to give Manitoba its hinterland without any constitutional limitations." The rumours about influence being exerted upon the Government by Messrs. Bourassa and Lavergne, and the probable resignation of Mr. Monk from the Ministry upon this issue, were many. Mr. Lavergne was in Ottawa on the 23rd and was represented by the Liberal press as working strenuously to force the Government's hand along Nationalist lines. In the House, however, on this latter date Mr. Borden presented the following Resolutions which were found to contain no reference whatever to Separate Schools and which were afterwards supplemented by unopposed legislation adding to and defining the boundaries of Ontario and Quebec:

Resolved, that it is expedient (*a*) to extend the boundaries of the Province of Manitoba northward to the 60th parallel of Latitude and north-eastward to the shores of Hudson's Bay, upon such terms and conditions as may be agreed to by the Legislative Assembly of Manitoba and by Parliament;

(*b*) To authorize the Governor-in-Council, inasmuch as the Province was not in debt at the time of its establishment, to pay to the said Province an annual sum of $381,584.19 being the equivalent of interest at five per cent. on $7,631,683.85, the difference between a principal sum of $8,107,500 and $475,816.15 heretofore advanced for the Government to the Province for Provincial purposes; such annual sum to be paid as and from the first day of July, 1908, but subject, however, as to payments due upon the coming into force of any Act founded upon these Resolutions, to the deduction of certain sums received by the said Province by way of interest on capital allowance in lieu of debt;

(*c*) To authorize the Governor-in-Council to pay to the said Province, in lieu of ownership of public lands, an annual sum based upon the population of the said Province as ascertained by each quinquennial census thereof, such annual sum to commence with $562,500 (less certain deductions in respect of what are known as Swamp lands and University lands) and not to exceed the annual sum of $1,125,000 (less equivalent deductions); the same to be paid as from the first day of July, 1908, but subject, however, as to payments due at the time of the passing of any Act founded upon these Resolutions, to a deduction of the aggregate of certain sums received by the Province on and after July 1, 1908, on account of indemnity in lieu of public lands;

(*d*) To authorize the Governor-in-Council to pay the said Province, one-half on July 1, 1912 and one-half on July 1, 1913, the sum of $201,723.57 towards the construction of public buildings.

In Committee on Feb. 27, Mr. Borden explained his policy in concise detail and read a letter from himself to the Premier of Manitoba, dated Nov. 20, 1911, confirming the settlement of the question upon "the principle of equality of terms between Manitoba and the other Prairie Provinces." No reference in his speech was made to anything

except the Boundary and financial terms. Sir Wilfrid Laurier took a similar line and his only criticism was (1) the alleged absence of any necessity to revise the whole financial relationship of Manitoba to the Dominion; (2) the treatment of the Province in the matter of compensation for new territory and its maintenance as though the entire Province was just entering Confederation; (3) the carrying of the terms of settlement back four years. The Hon. W. T. White stated that the new arrangement would increase the area of Manitoba from 73,000 square miles to 251,832 as compared with Saskatchewan, 250,000, and Alberta 253,000 square miles. Hon. Wm. Pugsley (Lib.) objected strongly to giving Manitoba, as he termed it, a lump sum of $2,000,000 and presented the argument that as "in all these additions to Quebec and Ontario and Manitoba you are bringing in a portion of the Territories; you are making them a part of the Provinces and their population, which, if they had remained Territories would not have counted against the older Provinces in respect to representation, will count from the day you make them part of a Province. Therefore, I do submit that the Provinces ought to be consulted."

Hon. Frank Oliver (Lib.) introduced a plea for Saskatchewan and Alberta based upon the argument that "the area over which the respective Provincial Governments will be required to administer justice and deal generally with the subjects which come within the range of a Provincial Government, will, in the case of Saskatchewan, be over an area of 200,000 square miles, and in the case of Manitoba, over an area of 50,000 square miles. So that if there is to be equality of treatment in regard to the conditions as they exist, on the face of it, the Province of Saskatchewan is unquestionably entitled to receive a larger grant from the Federal treasury than the Province of Manitoba." Mr. H. Guthrie spoke briefly and the Resolutions passed after being amended to include details of the new boundary lines. The Premier then introduced his Bill for a 1st reading and in doing so stated that the boundaries decided upon were exactly the same as the House had unanimously accepted on July 13, 1908; that an arrangement had been made between the Governments of Ontario and Manitoba, and approved by Dominion Order-in-Council, for the transfer of a strip of land to the former of the uniform width of five miles and of 240 miles in length running from the Western boundary of Ontario through Manitoba to the mouth of the Nelson River with terminal rights at Port Nelson should the Ontario Government decide to construct the T. & N. O. Railway to that place.

Mr. Borden moved the 2nd reading on Mch. 4th and stated that the population of the region transferred to Manitoba was 5,771 of whom 4,822 were Indians. An elaborate debate followed which was shared in by Hon. W. Pugsley, Hon. F. Oliver, F. B. Carvell, D. D. McKenzie and Sir W. Laurier for the Liberals and Arthur Meighen, J. A. M. Aikins, Hon. T. W. Crothers and G. H. Bradbury for the Conservatives. The Opposition Leader moved the following Amendment on Mch. 5: "That this Bill be not now read a second time, but

that it be resolved, that while this House is favourable to the extension of the boundaries of the Province of Manitoba, it is of opinion that the terms under which it is proposed to make the said extension, as set forth in this Bill and in the Order-in-Council of the 20th February, 1912, are unfair and unjust both to the people of Manitoba as well as to the people of the other Provinces of the Dominion." The motion did not specifically mention the School, or any other question, but left room for varied constructions to be placed upon its terms. Mr. Rogers, Minister of the Interior, followed and the Amendment was rejected by 103 to 65. Five French-Canadian Conservatives supported it—including A. Bellemare, Maskinonge; J. P. O. Guilbault, Joliette; Albert Sevigny, Dorchester; P. E. Lamarche, Nicolet; Eugene Paquet, L'Islet. A. A. Mondou refused to vote either way.

So far nothing had been heard of the "Crisis" on the School question; in none of the speeches had Education even been mentioned; only in Sir W. Laurier's address on his Amendment was there a cryptic allusion which might be read between the lines as a reference to Separate Schools. But after the vote had been taken, P. E. Lamarche—Conservative, with Nationalist leanings—dealt with the matter clearly. "The problem of Education, commonly called the School question, has, at different intervals, demanded a solution. The different Administrations which have succeeded each other in the government of this country have dealt with this problem, and some of them have made it worse and more difficult for a satisfactory solution. . . . The School question in Keewatin, although the same old School question, arises in this case under a new form as regards its legal aspects. What is the law in force to-day in the Northwest Territories? And is the portion of land contemplated for annexation comprised to-day, for the purposes of the law, within the limits of the Northwest Territories?" He contended that even if the North-West Act of 1875, relating to and authorizing Separate Schools in the Territories, had not for a time applied to the District of Keewatin owing to that region coming under the Keewatin Act, it did so now and, in any case, there was a piece of land about 50 miles wide which was being transferred and which unquestionably had always remained under the Territorial Act of 1875. His argument was summed up along these lines:

> It is the duty of Catholic parents to send their children to a school of their faith and I say that we are limiting their liberty in that respect in making them pay a double tax for the exercise of that privilege, when we can avoid it. In the Province of Manitoba there has been a School question which has been incompletely settled. A judgment of the highest tribunal of the Empire has recognized that the Catholic minority of Manitoba was suffering serious grievances. To-day we are asked to vote in favour of a Bill which provides for a concession to Manitoba. That Bill is only the first part of a contract because the Legislature of Manitoba has to accept the terms of the arrangement as they are laid down in the present measure. It would not be in my mind, a policy of coercion but rather a policy of conciliation to insert in the Bill a saving clause for the rights of the minorities in the new District to be annexed.

Mr. Monk, Minister of Public Works, followed and declared that "a great many very unfair criticisms of the Government have come from certain quarters in regard to the Educational aspect of this question. I have read of these criticisms with very great regret, because I do not think they are in the least degree founded, though, from their tone, one would suppose that it is in a certain way the resuscitation or resurrection of the Manitoba School question." That issue, however, did not and could not arise in this instance. It was dead by virtue of the refusal of the Remedial Order by Parliament and its defeat in the country in 1896; it was dead because of the Laurier-Greenway arrangement. As to the rest, the Act of 1875 never applied to Keewatin and during 30 years there were neither schools, nor legislation, nor guarantee, under the Keewatin Act of 1876 which could be construed as affecting the situation. The 1905 legislation (July 20) re-organizing the North-West Territories, after the creation of Alberta and Saskatchewan, expressly excluded Keewatin from the new Territorial arrangement—though the Revised Statutes of 1906 omitted the reference to Keewatin. Four days later, July 24, 1905, an Order-in-Council re-annexed Keewatin to the Territories and this the Minister claimed to have been *ultra vires* of the original Statute.

In the narrow strip referred to by Mr. Lamarche the Act of 1875 had not become effective because no schools were organized and therefore the Ordinances of the Territories were never applied and no vested rights were created. From Le Pas had come requests in 1909 to the late Government, and recently to the new one, for establishment of a Separate School but as to both applications Commissioner White had reported that there were no Ordinances applicable to that territory. He did not believe that any action could be taken at this juncture and he did believe that, in time, more generous treatment would be accorded the minority by the Roblin Government. "I submit that at the present moment without the existence of any properly, or so-called, vested right, to say to the Province: you will not have this territory unless you consent to establish within your limits a dual system of education, would be, in my mind, an extremely unwise and unfair condition to place upon Manitoba. There are, in my opinion, no legal rights, whatever, to safe-guard and as a matter of pure policy to say we will place that condition upon any transfer of territory would be absolutely contrary to the best interests of the country and even to the best interests of the minority in that Province."

W. F. Maclean spoke briefly against any interference with existing conditions and Hon. L. P. Pelletier then dealt with the issue. The papers in Quebec, he noted, spoke of almost nothing else and he then proceeded to review at length the French-Canadian attitude toward the Manitoba School question and Sir W. Laurier's position in 1896 and 1897. The present situation he described thus: "For the last four weeks the Grit press of Ontario have shouted that Borden will yield to Bourassa and impose Separate Schools in Keewatin, and the Quebec Grit press have said we are going to betray the Catholics

by not having Separate Schools." He believed that Mr. Roblin would yet do justice to the Catholics of Manitoba. He contradicted Mr. Lamarche flatly by stating that the Act of 1875 expressly excluded Keewatin from its terms. A carefully prepared study of the legal and technical conditions followed and the speech was concluded with an eloquent appeal: "Let all good, broad-minded men, of every class, religion and nationality form the great procession which will enter the gates of the future. We must have peace in this country, religious peace, civil peace, and we will have it by following always, and at all times, without one exception, the glorious traditions of the Conservative party."

Prior to Mr. Lamarche's speech nothing was discussed but financial terms and boundaries; after that utterance almost the only matter dealt with was the educational and religious issue. The Hon. R. Lemieux (Lib.) delighted in what the Liberal press was describing as internecine strife in the Conservative party; eulogized the "lofty tone" of Mr. Lamarche's utterances; declared the young Nationalists to be sincere in their attitude and the three French Ministers insincere; reviewed alleged utterances of Mr. Monk throughout Quebec in the past few years; quoted *La Croix, Le Devoir* and *L'Action Sociale* as a Government-supporting press in Quebec which was now in vigorous opposition; dealt with the Manitoba School policy from the Liberal point of view. Mr. Borden then spoke and dealt briefly with financial and boundary matters, mentioned the attacks of the Liberal press of Quebec upon him (the Premier) for his policy in the Separate School issue; described Keewatin as being under the revised Statutes of Canada from Jan. 31, 1907, to date. Section 10 of these Statutes provided that certain things could be done in an educational connection by the Commissioner-in-Council, if and when a Territorial Council was appointed and authorized to make Ordinances. Neither of these conditions had yet been carried out so that there could be no Separate Schools, by law, in existence.

As to the tentative proposals put forward in Quebec, he was explicit: "Now, a proposal to place any such restriction upon Manitoba as to Legislative authority in respect to Education in the new territory would seem to me to be an impossible one—for two reasons. In the first place, I do not believe that it is politically possible, because I do not believe that Manitoba would accept the extension of her boundaries coupled with any such restriction. In the next place, I do not think it is constitutionally possible. . . . It is inconceivable that you could have one constitutional limitation in old Manitoba and another constitutional limitation in the part of Manitoba which we now propose to add. But whether I am right or wrong in believing that it is constitutionally impracticable, I am absolutely certain that it is politically impracticable." The 2nd reading then passed by 114 to 76 without any reference to Separate Schools being included in the Bill—the new territory thus passing automatically under the laws of Manitoba.

The discussion continued in Committee on Mch. 6, 7, 8, with a vigorous appeal from the Maritime Provinces for support in the matter of representation as to which they were being more and more restricted by declining population at home and increasing populations, and boundaries, and development, in other Provinces. Some of the speakers were O. Turgeon of Gloucester, N.B., Hon. H. R. Emmerson, Wm. Chisholm of Antigonish and Hugh Guthrie, all Liberals, who urged support for an Amendment of Mr. Pugsley's declaring that an Inter-Provincial Conference should be called before the financial terms were absolutely fixed. It was negatived by 101 to 62. On the 8th, A. A. Mondou (Cons.) of Yamaska moved that "nothing in the present Act shall affect prejudicially the school rights of the minority, Roman Catholic or Protestant, which inhabit the territory now annexed to Manitoba." It was negatived on division. Mr. Oliver then moved an Amendment as to the Subsidy payable in respect to land—making it $200,000 a year until the population reached 100,000; $250,000 thereafter till it reached 150,000; $300,000 after the 200,000 had been reached. He described this as embodying the views of the late Government. After some discussion it was negatived on division.

On the 3rd reading of the Bill (Mch. 12) Mr. Doherty, Minister of Justice, spoke and defined the issue as follows: "The question that does arise, which has been the source of a very great deal of strong feeling and which has given to many of us who have a sense of responsibility much matter of careful thought is the question whether in this territory that is going to be annexed to Manitoba there are existing rights established by law and which would require for their protection the inclusion of some special provision in this legislation." He answered the question in the negative and with a clear, concise summary of the whole matter. Mr. Mondou moved again the Amendment which he had presented in Committee, though with some changes: "Nothing in any such law shall prejudicially affect any right or privilege with respect to denominational or separate schools, which any class or persons have, at the date of the passing of this Act, by law or practice, in the Territory added to the Province under the provisions of this Act."

For the first time since the commencement of the debate Sir W. Laurier spoke. He declared that everything in the Bill beyond the grant of increased territory and an equivalent in lands or money for the increased expenses incurred in administration was "a violation of the rights of the other Provinces." He reviewed the Manitoba School question and, as to the existing situation, was explicit: "There is this objection to the incorporation of the Law of 1875 in the present Bill, which would give full Separate School rights to that part of the country, that such an enactment would not be worth the paper on which it was printed because we cannot impose it on Manitoba. Unless Manitoba agrees to this law this Parliament has no authority to force it upon Manitoba. This would have been a case for compromise, a case for conciliation." Other speeches were made

and the House divided on Mr. Mondou's motion with 160 against and 24 in favour. Sir Wilfrid Laurier voted against the Amendment as did all the Government and such Liberal leaders as Messrs. R. Lemieux, A. K. Maclean, E. M. Macdonald and F. Oliver. The members usually styled Nationalists in the House, with Hon. H. S. Béland, A. B. McCoig, Hon. Charles Murphy and Hon. Charles Marcil, all Liberals, and some Liberal French-Canadians, voted for the Amendment. Mr. Béland then moved that "negotiations should be re-opened with the Government of Manitoba in order to define by amicable conferences the status of minorities, either Protestant or Catholic, with regard to Education and in the light of existing laws, in the annexed territory." After speeches by J. A. C. Ethier, Ernest Lapointe, Hon. W. B. Nantel and others the Amendment was defeated by 108 to 52 and the Bill was then read a third time. It passed the Senate with very little discussion.

Meanwhile, there had been some pretty strong utterances in the country. The day before Mr. Borden's announcement that the Bill would be unchanged *The Globe* (Mch. 5) described "the Bourassa-Borden alliance" as "giving an impression of weakness and cowardice." In Quebec Province petitions were widely and persistently circulated urging the Government to insert a special clause in the Act providing Separate Schools for the Keewatin minority. A well-organized campaign was waged along these lines by what was called the Constitutional Defence Association, with W. H. Wickham as Secretary, and a circular was sent to Catholic priests, especially, urging them to action. At Montreal, on Mch. 9, Henri Bourassa, Armand Lavergne and C. H. Cahan, K.C., addressed a sympathetic mass-meeting. Mr. Bourassa demanded protection for the rights of the minority in Keewatin—where the total white population was 165—declared that the present Government was as bad in this connection as the last one and asked with great indignation: "What is the use of 150 years of loyalty to the British Crown and Constitution if French-Canadians are to be down-trodden whenever they are in the minority?" The following Resolution was unanimously passed:

> The Northwest Territories are the common property of the people of Canada. Those Territories have been acquired, administered and developed with public funds taken from the Federal Exchequer and contributed by Canadian ratepayers of all races and creeds. In 1875, the principle was laid down by the Parliament of Canada that throughout the length and breadth of those Territories, the minorities, either Catholic or Protestant, would be entitled, for ever and as a matter of right, to separate denominational schools. That principle was acknowledged and confirmed either in whole or in part, in the Yukon Act, and in the laws creating the Provinces of Alberta and Saskatchewan:
>
> Consequently, this meeting, composed of Canadian citizens, loyal subjects of His Britannic Majesty, declare and affirm that, in annexing a part of those Territories to the Province of Manitoba, or to any other Province, the Parliament of Canada is in duty bound to keep the pledge solemnly given in 1875 to all the citizens of Canada, and safeguard in their integrity the rights of such minorities as exist or may in the future exist in the annexed country; that any violation of that pledge, any betrayal of that duty, would constitute a grave breach of the Federal pact,

and deserve the condemnation of all Canadians willing to stand by national honour, equity and justice.

The Important Legislation Rejected by the Senate

The first and most important of these measures was the Tariff Commission Bill which Hon. W. T. White, Minister of Finance, had presented, by way of Resolutions on Jan. 30th and of which the 2nd reading was on Feb. 7th. On the first occasion Mr. White stated that the Commission's chief work would be the collection of accurate data for the assistance of the Government in framing its Tariff policy. The Commissioners had not been selected, but when appointed they would have the confidence and respect of the whole country and would hold office, he announced, for five years. In reply to W. F. Maclean, Mr. White said that the Commission would have power to investigate questions referred to it by the Minister of Finance and to report to that Minister the result of its inquiry. Sir Wilfrid Laurier said that he could not oppose or commend the proposed legislation until he had an opportunity to study its details. He thought the Bill, as he understood it, would not give the Tariff Commission quite the large powers suggested by the Manufacturers' Association. The scope of the Commission and its work were defined as follows in the Resolutions upon which the Bill was based:

That it is expedient to provide for a Tariff Commission consisting of three members, to be appointed by the Governor-in-Council, whose duty it shall be:

1. To make under the direction of the Minister of Finance, in respect of any goods produced in or imported into Canada, inquiry as to—

(*a*) The price and cost of raw material in Canada and elsewhere and the cost of transportation thereof from the place of production to the place of use or consumption.

(*b*) The cost of production in Canada and elsewhere.

(*c*) The cost of transportation from the place of production to the place of use or consumption, whether in Canada or elsewhere.

(*d*) The cost, efficiency and conditions of labour in Canada and elsewhere.

(*e*) The prices received by producers, manufacturers, wholesale dealers, retailers and other distributors in Canada and elsewhere.

(*f*) All conditions and factors which affect or enter into the cost of production and the price to the consumer in Canada.

(*g*) Generally, all the conditions affecting production, manufacture, cost and price in Canada as compared with other countries and to report to the Minister.

2. To make inquiry into any other matter upon which the Minister desires information in relation to any goods which, if brought into Canada or produced in Canada, are subject to or exempt from duties of customs and to report to the Minister.

3. To hold, when empowered by the Governor-in-Council, an inquiry under Section 12 of the Customs Tariff of 1907 in the same manner as the Judge of the Exchequer or any other Judge therein referred to may hold inquiry when so empowered.

4. To inquire into any other matter or thing in relation to the trade or commerce of Canada which the Governor-in-Council sees fit to refer to the Commission for inquiry and report.

That the Commissioners shall have the power of summoning before them any witness and of requiring them to give evidence on oath or on

solemn affirmation and to produce such documents and things as the Commissioners may deem requisite to the full investigation of the matters into which they are appointed to examine, with such power with regard to enforcing the attendance of witnesses and compelling witnesses to give evidence as is vested in any Court of record in civil cases.

In his explanation of the measure (Feb. 7) Mr. White said that the duty and responsibility of the Government with regard to the Tariff would remain exactly as it was and is. The idea of a Commission actually making the Tariff was utopian and unworkable with Parliamentary institutions. Facts, however, were absolutely essential in the framing of fiscal policies and it was facts this Commission would endeavour to get. The Committees of Ministers appointed in 1893, 1905 and 1906 for this purpose, he did not consider satisfactory or sufficient in the premises. "We propose, therefore, to create a Tariff Commission with the duty of obtaining and collating information of which the Government may avail itself in making its Tariff law. As a result of that Tariff organization, I would hope that in time—because it cannot be done hurriedly—we will have established a very valuable Bureau of Information relating to almost every commodity, or at least all the principal commodities, embraced in our Tariff schedules. Under present conditions the Minister of Finance and his colleagues obtain that information in the best way they can." There were various sources for such information. "But the great lack, as I have indicated, is that we have not tabulated any accurate information on which we can rely, we do not know the facts as we should know them, in regard to the industries, the business, the callings and the occupations of the people. We have not the facts with regard to the cost and conditions of production that we should have before we can intelligently approach the question of tariff consideration and tariff modification."

Mr. Hugh Guthrie led in Opposition criticism of the proposal. It was a new, a radical departure; it was not the product of any public demand or desire except amongst the manufacturers; it was borrowed from the United States protectionist machinery and was nothing more than "a cheap Yankee device"; it would be an additional burden upon the consumers of this country; it gave too much power into the hands of a single and "irresponsible" body of men. "This Commission, once appointed, cannot be removed except for cause which means by impeachment as you would remove a Judge. Once appointed they are there and they are permanently there, and the words 'for cause' are put in just to assure them that they are safe even if in two or three years my friend, the Leader of the Opposition, should again obtain power, so that he will not be able to dismiss them. The fact, therefore, is that we are going to have three permanent Tariff Commissioners, a Board just as permanently appointed as a Bench of Judges is appointed; and that the qualification is that they shall be loyal subjects and followers of the Right Hon. gentleman who is now Prime Minister of Canada. They are to be Conservatives first, last, and all the time, and if they are, they

have also got to be Protectionists and High Protectionists." He moved that the Bill be read this day six months.

Mr. R. L. Borden (Premier) in reply defined the policy as a very simple one. "Now, what we propose is to have a Tariff Commission of men who will be wisely selected for that purpose, and who will collect information in a systematic and effective manner, and put it in such a form that the Government can avail themselves of it; information which will be available for the purpose of discussion in this Parliament when any Tariff changes are proposed. Surely there is no radical departure in all that." The debate was continued on the 8th and the Liberal speakers were A. K. Maclean, G. W. Kyte, Hon. Frank Oliver, F. B. Carvell, W. M. Martin, E. W. Nesbitt, Thos. Macnutt while the Conservatives included H. B. Ames, W. S. Middlebro, Arthur Meighen, A. S. Goodeve, J. A. M. Aikins and Alfred Thompson. Mr. Guthrie's motion was rejected by 104 to 52 and the Bill was then read a second time.

In Committee on Feb. 12th Sir Wilfrid Laurier spoke briefly and his chief point was as follows: "I object to a Commission entrusted with the collection of information on all the subjects mentioned in the Bill which will do it with the view of preparing a brief for the Minister and not simply for the purpose of collecting information." Parliament, not the Government, should control the Commission if it had to be created; but the facts could be just as well collected by existing machinery or by a Special Bureau of Statistics. Mr. White on Feb. 13th quoted a speech by Sir W. Laurier addressed to a Canadian Manufacturer's meeting in Montreal in October, 1908, in which he said: "I do not exactly realize yet what is meant by a permanent Tariff Commission; but I am free to say that if it be meant that you would have a permanent Commission, such as I think they have in the United States, to follow the workings of the tariff from day to day, to follow the incidents, to follow the effects upon the producers and the consumer, and its daily effects upon the community, I do not see any reason why such a Commission should not be appointed."

A portion of the discussion at this time and again on Feb. 22nd turned upon the persons who should or would be heard by such a Commission and whether their evidence would be secret or public—a very important matter. The Government argued for wide powers of inquiry with publicity at the discretion of the Commission. Mr. White put the matter this way: "Now, suppose we had a Bureau instead of a Commission, and suppose that Bureau obtained information as to the financial standing of a company or a firm, or the trade secret of a firm, or the names of customers of a firm, or the trade connections of a firm, does the Hon. member suggest that such information should be made public?" On Feb. 29th, the Minister of Finance announced his acceptance of several minor suggestions from the Opposition including one which provided that "whenever a Report has been made under this Act, a copy thereof and a copy of the evidence, if any, taken and all the information obtained, except such evidence and information as is of a confidential character in connec-

tion therewith, shall be laid before Parliament by the Minister, within fifteen days after the opening of the Session thereafter, or within fifteen days after the making of this Report, if Parliament is then in Session." An Amendment proposed by Sir W. Laurier on Mch. 1 proposed that the Commissioners "be selected without any regard to the views of any political party upon Tariff or other political questions, but solely by reason of their fitness by character, training and experience, to effectively and impartially discharge the duties assigned to them under this Act." Mr. Borden said that this was a matter in which the Government had to be trusted and that there was no more reason for such a clause than for one in the Acts relating to Judicial appointments. It was rejected by 81 to 46 and the 3rd reading followed.

In the Senate the measure was discussed in Committee and several Liberal Amendments proposed in a House where the latter Party had twice the number of supporters the Government possessed. Four Amendments were made and the Bill as amended returned to the House. In the first, second and fourth of these Amendments, Mr. White stated, on Mch. 30th, that the Government would concur; the third one and the general subject he referred to briefly. "Having regard to the wording of the proposed Amendments to which I have called attention and which bear evidence of great haste, of lack of care in preparation, and having regard also to the fact that all the Amendments which can be deemed in any way to be relevant are already covered by Section 4, I beg to move in regard to the third Amendment, that it be disagreed to because the special inquiry called for by the Senate is not relevant to the purposes of the Bill." The wording of the Amendment was as follows:

> Provided always that in all cases where any application for an increase of duty is made to the Government the Commission shall, in addition to reporting on the above matters, make a special report, which in the case of any industry established, shall state:
>
> (*a*) The number of factories now existing and the number of hands now employed, giving in each case the number of men, women and children respectively.
>
> (*b*) A list of the shareholders and the number and amount of shares held by each shareholder.
>
> (*c*) The dividends paid during each of the preceding ten years.
>
> (*d*) The wages of hands and the number of hours worked per diem.
>
> (*e*) The total amount of goods of the kind on which such increase of duty is demanded, consumed in Canada, whether home-made or imported.

The Bill, therefore, went back again to the Senate which body at once advised the House that it adhered to the Amendment for several reasons of which the chief was that the information desired was "highly pertinent and germane to the objects of a Tariff Commission." The second measure which the Senate dealt with in a summary manner was the Minister of Railways' Bill "to encourage and assist the improvement of Highways" to the extent of $1,000,000. Mr. Cochrane moved the 2nd reading in the House on Feb. 23 and

Sir W. Laurier at once raised the point that the measure was not in order as contravening Article 54 of the British North America Act because, though practically a money appropriation, no Resolutions had been presented with the approval of the Governor-General. The Premier explained that the Act only provided conditions under which Parliament might at some future time appropriate certain moneys. The latter view was supported by the Speaker and Sir Wilfrid Laurier then moved an Amendment declaring that "while the House is favourable to the granting of Federal assistance towards the construction of permanent roads it is of opinion that such aid should be given to the Governments of the Provinces for such purposes, and should be granted on a fixed basis similar to that now prescribed by the B. N. A. Act and Amendments thereto for Subsidies to the Provinces."

Mr. Borden in reply outlined the Government's policy in this respect: "When these Subsidies are brought down we propose to vote a specific amount for each Province which cannot be appropriated to any other Province, and we propose to proceed on the basis of population or amount of Subsidy. . . . It is impossible in a Bill of this kind to indicate particular highways because the Province in each instance must be consulted in regard to that. Provision is made for consultation and co-operation with them. But apart from that, the safe-guards which have been introduced in this Bill by the Minister of Railways and Canals, with regard to the character of the highway, and the expenditures of this money upon permanent work, and upon work that will bring the highway up to a particular standard, have all been taken from the Bills providing for subsidies to Railways and according to the very lines of these measures which have been introduced not only by the late Administration, but by previous Administrations." The Amendment was negatived without division and then the Opposition fought Clause 6 which permitted the Minister of Railways to "undertake construction and improvement of highways" and which they contended would mean conflict between Federal and Provincial jurisdictions and the eventual extension of Federal power in other directions. Sir Wilfrid Laurier moved an Amendment as follows (Mch. 28) which was rejected by 50 to 79 and the 3rd reading then approved: "The sum of money voted in any year to be expended under this Act shall be apportioned among the different Provinces of the Dominion according to the population of said Provinces as established by the last Census for the time being." In Supply on Mch. 29 a vote of $1,000,000 was approved subject, Mr. Cochrane said, to the Senate passing the measure. It was to be allotted as follows:

Alberta	$52,189.90	Ontario	$351,466.64
British Columbia	54,669.52	Prince Edward Island	13,059.70
Manitoba	63,460.10	Quebec	278,964.80
New Brunswick	49,019.86	Saskatchewan	68,592.58
Nova Scotia	$68,576.90		

In the Senate on Mch. 18 Hon. J. A. Lougheed, Government leader, explained it as follows: "The general principle, or policy, of the Bill

is simply this, that the Federal Government is anxious to co-operate with the Provinces in the construction of main highways. They may be of a Provincial order, or of an Inter-Provincial character. It is therefore, proposed that generous assistance should be given by the Dominion Government to the Provinces, for the carrying out of this very laudable undertaking, provided always that the Provinces will co-operate with the Federal Government in carrying out such a scheme, or undertaking, as may be mutually agreed upon." Sir Richard Cartwright, the Liberal Leader, was outspoken in his point of view:

> I might sum up this measure in brief, by declaring that it is bad in principle, worse in detail, and the motive, I believe, to provide a huge fund for corruption, is worst of all. Were I to suggest a short title for the Bill, I would recommend the following—that this should be declared a Bill to make the British North America Act so much waste paper, and to provide a permanent corruption fund for the use of the Government of the day. As to the constitutionality of the measure, I say that, if words mean anything, if there is sense in the English language, if the English language is capable of conveying a distinct idea, nothing can be plainer or more distinct than the language of the B. N. A. Act, which declares that local works and undertakings shall be absolutely and exclusively under the control of the Local Governments, and the very exceptions that follow go to show clearly and distinctly how utterly unconstitutional the proposition of my Hon. friend is.

On Mch. 21 Hon. L. G. Power (Lib.) moved in Amendment to Clause 3 one which was exactly similar to that previously presented by Sir W. Laurier and rejected in the Commons. Mr. Lougheed objected strongly on the ground that this compelled payment to all Provinces without regard to their separate policies and degrees of aid to Highway building while the Government's idea was to encourage each Province to co-operate with the leverage of being able to withhold the grant if any one Province did not do so. Clause 6 was also struck out and other Amendments made and submitted to the Commons. Mr. Cochrane in the House (Mch. 28) stated that the Government would agree to five of the Senate's Amendments but could not accept the one which had been presented to the Commons by the Liberal leader and to the Senate by Mr. Power; nor could they permit the elimination of Clause 6 because, primarily, it was desirable to provide every reasonable means of co-operation between the Federal Government and the Provincial Governments for the construction and improvement of highways consistently with the preservation of the Provincial rights which, he contended, were thoroughly safeguarded in this Section. The Senate, however, insisted on its Amendments and the measure was dropped.

The Timiskaming* and Northern Railway legislation was based upon the Borden Government's desire to give the same aid to this Government-owned Railway in Ontario as was given to Corporation-owned lines. The Resolutions upon which the Bill was founded

* NOTE.—The Geographic Board has changed the popular spelling of "Temiskaming" to that used above.

involved a grant of $2,000,000 and were presented to the House on Mch. 26th as follows: "It is expedient to provide that the Governor-in-Council may grant to the Government of the Province of Ontario a subsidy not exceeding $6,400 per mile and not exceeding in any case the number of miles hereinafter respectively stated—(I) for the line of Railway from North Bay on the Canadian Pacific Railway to Cochrane on the Grand Trunk Pacific Railway and not exceeding 252·8 miles; (II) for the following branch lines of railway: (*a*) from Englehart to Charlton not exceeding 7·8 miles; (*b*) from Cobalt to Kerr Lake not exceeding 3·9 miles; (*c*) from Iroquois Falls to Timmins not exceeding 33·16 miles; (*d*) from Nipissing Junction to North Bay not exceeding 2·18 miles. That the subsidies hereby authorized shall be payable out of the Consolidated Revenue fund of Canada at the option of the Governor-in-Council, and may be paid upon the certificate of the Chief Engineer of the Department of Railways and Canals as to the mileage constructed, in such manner and in such amounts, and subject to such conditions, if any, as the Governor-in-Council deems expedient."

The Minister stated that the Ross and Whitney Governments of Ontario had both applied to the late Federal Government for this Subsidy and been refused and described the country which the T. & N. O. was opening up. He added: "I have no hesitation in stating that any Province that undertakes to develop its natural resources and the opening up of its territory, which otherwise would not be capable of development, ought to receive assistance in this way from the Federal Government which should declare such to be its policy. If the St. John Valley Railway had been built by the Provincial authorities I do not see why this Government should not have granted a Federal subsidy towards the construction." The Opposition contended that Provincial Governments and Railway Companies did not stand in the same category and that this Railway was not under Dominion jurisdiction. Sir W. Laurier took this latter ground strongly and Hon. G. P. Graham contended for some arrangement by which through rates over this portion of the route should come under the control of the Railway Commissioners. The Premier, in reply, pointed out that the Railway was not completed and that its further construction and completion to Hudson's Bay would involve a considerable Provincial liability; declared that any other Province assuming similar responsibilities of Government ownership would and should be entitled to Federal aid; stated that the Government would take up with the Ontario Government the point as to jurisdiction over through traffic and that, meantime, the Act would be amended so as not to come into operation except by proclamation of the Governor-in-Council.

The Bill passed in due course and on Apl. 1—the day of prorogation—came up for 2nd reading in the Senate on motion of Mr. Lougheed. After brief discussion this was carried but the 3rd reading was defeated by 21 to 8 votes. In the Commons following these

different acts of the Senate there were some vigorous words used (Apl. 1) by Hon. George E. Foster who charged Sir W. Laurier with using his Party majority in the Senate to kill Government legislation. He declared the people would also know where to place the responsibility and the punishment. Sir Wilfrid expressed himself as quite willing to accept the results and intimated that conferences between the two Houses might have been successful; to which Mr. White replied that messages from the Senate had now taken the place of the Conference idea.

The Hon. W. T. White's First Budget

Mr. White on Mch. 13th presented his financial statement to Parliament. Many of his figures were, of course, inherited from his predecessor and especially those for the completed fiscal year, 1910-11, as to which the Minister pointed out that the estimated Revenue had been $117,500,000 and the actual total $117,780,409; the estimated Expenditure $87,000,000 and the actual total $87,774,198; the estimated Surplus $30,500,000 and the actual Surplus $30,006,211. These figures were the highest on record and the total Revenue double that of 1901-2. The Customs duties of the year were $72,965,394 as compared with $60,156,133 in 1909-10 or 62 per cent. of the total Revenue; the Imports entered for consumption in 1910-11 were $461,951,318 or $86,118,302 increase with an average rate on dutiable goods of 25 per cent.; the revenue from Excise was $16,869,837 or an increase of $1,616,484 and constituting 14 per cent. of the total Revenue. The Consolidated Fund expenditure given above was added to by a Capital expenditure of $35,022,430 and the net Debt was increased by $3,773,505.

Coming to the year 1911-12 the Minister of Finance estimated the Revenue to Mch. 31 at $136,000,000—an increase of $18,000,000 in the year; the Expenditure on Consolidated Fund at $97,000,000 or an increase of $9,000,000; the Surplus at the large and unprecedented figure of $39,000,000. "The Capital outlay for 1911-12 has been extensive on account of the large undertakings now being carried on. It is estimated that the capital and special outlays for the Transcontinental Railway, for the different railways, canals, and public works, for railway subsidies and for the various other items in this category will total $34,000,000. To this must be added whatever is paid to the credit of the Receiver-General on Trust account by way of implementing, in cash, the guarantees under the terms of the National Transcontinental Railway Act and the Act of this Session in this regard. Assuming that amount to be in round figures $5,000,000 the total will be increased to $39,000,000."

The net reduction in the Public Debt would be $1,150,000 after maintaining all the services of a growing country and expending $39,000,000 on great public enterprises. It may be added here, though the facts were not available when Mr. White was speaking, that the actual Revenue for the year ending Mch. 31, 1912, was $136,108,217, the actual Expenditure $98,161,440 and the actual Surplus $37,946,776 with $30,939,575 charged to Capital Account and a decrease in

the net Debt from $340,042,051 to $339,919,460; the gross Debt was $474,941,487 with Assets of $134,899,435; the ratio of the net Debt per head of the population was $47.51. The Estimates for 1912-13 showed an ordinary Expenditure of $104,919,304 and a Capital Account expenditure of $44,870,372 with an expectation of largely increased Revenues. Mr. White then reviewed the situation in respect to Government loans.

> The conditions at the end of 1911 were decidedly adverse. International complications were thought to be threatening, and, in consequence, there began a withdrawal of gold. In order to meet the situation the Bank of England, following the practice adopted in cases of the kind, advanced the bank rate to 4 per cent. The market improved somewhat for a portion of the new year, but the outlook was still unfavourable. We were in constant touch with our financial agents, the Bank of Montreal, and as soon as the Bank of England rate dropped, as it did recently to 3½ per cent., and especially in view of the fact that labour conditions looked rather threatening, we decided to make an issue for the purpose of refunding and taking up that £5,000,000 short loan, to which I have referred, upon maturity.

The price obtained for this 3½ per cent. standard security was 98. "On 1st October next there falls due a sum of £1,235,000 of the 4 per-cent. loan issued in December, 1907, for which care will be taken to provide on the date of maturity. It may be of interest to this House to know that only two Loans will then remain to be provided for until 1930, or during the next 18 years." Reference was then made to the fact that securities guaranteed by the Dominion did not realize as good prices as the direct securities, involving a direct liability, and this Mr. White thought quite natural. "In addition to that the Dominion securities are Trustee investments, and the securities of a Railway company guaranteed by the Dominion are not Trustee investments. The result is that the securities of the Dominion are in demand by Trustees, who control immense sums of money in the Old World." The Minister then dealt with the National Transcontinental Railway and other large items and pointed out that while the estimated national expenditure upon this project and other special undertakings, from 1904 to Mch. 31, 1912, was $252,785,248, the estimated addition to the Public Debt in that period was only $77,285,063. Trade, railway, and financial statistics were reviewed and after a speech, in which controversial and partisan subjects had been carefully avoided, Mr. White concluded with a pronounced eulogy on current conditions of progress.

Mr. A. K. Maclean, K.C., took up the Opposition mantle of Financial critic and, after congratulating Mr. White upon his fairness of speech and optimism of figures, he took credit to the late Government for what was shown and then started upon a careful analysis of the progress made by Canada under the Laurier Administration. Between the years 1897 and 1911, inclusive, the population had grown from 5,141,508 to 7,207,122; the Revenue from $40,555,000 to $117,780,000; the Import-trade from $137,950,000 to $290,000,000; the total trade from $257,168,000 to $769,441,000; the Exports of agri-

cultural products from $17,982,646 to $82,601,284; the Export of manufactures from $9,522,014 to $35,283,118; the Export of mineral products from $11,463,256 to $42,787,561 and of animals and their produce from $39,245,252 to $52,244,174. In the matter of Surpluses there was, he declared, a splendid record and gave the following table:

1897-98	$1,722,712.23	1905-06 (9 months)	$12,898,719.12
1898-99	4,837,749.00	1906-07	16,427,167.20
1899-00	8,054,714.51	1907-08	19,413,054.22
1900-01	5,648,333.29	1908-09	1,029,131.81
1901-02	7,291,398.06	1909-10	22,091,963.81
1902-03	14,345,166.17	1910-11	30,006,211.46
1903-04	15,056,984.12	1911-12 (Estimated)	39,000,000.00
1904-05	7,863,090.00		

Mr. Maclean then dealt with the promises of largely increased expenditure and referred to Conservative protests against similar developments under the late Government—especially speeches by Hon. Geo. E. Foster. "When I consider the high cost of living in this country, when one considers that it has increased so rapidly during the past few years, even since the beginning of this year, I say we might have expected some intimation from the Minister of Finance that he proposed shortly to do something in the way of a diminution of taxation in order, if possible, to bring about a reduction in the cost of living." Mr. Maclean expressed great fear as to the coming demands upon the Treasury from Conservative Provincial Premiers, dealt with the alleged extravagant views of Colonel Hughes and made the declaration that the defeat of Reciprocity did not mean any aversion to obtaining "wider markets for the purchaser and consumer alike in certain commodities." With this question he dealt at length —defending the late Agreement and eulogizing the freer-trade idea. "The Liberal party, I take it, believe in increasing as much as possible the markets for our productions, particularly our natural productions, which must increase in tremendous proportions. It believed that by Reciprocity we could obtain this without doing any violence to any interest in this country." He contended that by 1915 the Western Provinces would be producing 400,000,000 bushels of wheat and he wanted to know where the surplus would be sold.

At the close of the Session, on Mch. 30th, Mr. Maclean reviewed the financial and political situation from the Liberal standpoint. He claimed that the total of all Expenditures authorized for 1912-13 was $200,000,000 as compared with $139,000,000 in 1911-12; that this was opposed to previous professions of economy and of alarm expressed by Conservatives at the advancing expenditures; that in the Public Works Department, for instance, the highest amount voted in eight years was $12,300,000, in 1909, while the 1913 vote was $22,303,000 and on Capital $10,210,000 additional as against $2,832,-000 in 1909; that the Militia vote showed $2,800,000 of an increase over 1911-12 and the Post Office Department $1,925,000. Mr. White, Minister of Finance, replied with a satirical reference to sudden conversions to economy, with the statement that the correct total for main and supplementary Estimates for 1912-13 together was $169,-

000,000, and by describing the attitude of the Liberal party generally as to those Estimates: "Why, this House has resounded nightly with their complaints, not that the main Estimates, amounting to $149,000,000 were too large, but that they were altogether too small. I am not going to read this list of requests and complaints, that I have in my hand, four or five pages of them, from almost every Hon. gentlemen whom I see opposite to me." Messrs. Sinclair, Macdonald and McKenzie were, he said, all clamouring for the purchase of the Intercolonial branch lines; Mr. Pugsley wanted a spur-line to Hampton and more money for St. John; Western Liberals wanted the Hudson's Bay Railway and so on.

Marriage Laws and the Ne Temere Decree

This question had a three-fold aspect in 1912. There was the Constitutional issue involved in the Provincial laws and legal decisions of Quebec relating to marriage; there was the political side of the problem with its racial and party complications in Parliament and the country; there was, of course, the position of the Roman Catholic Church in the premises. The question of nullification of marriage by the Ecclesiastical and Provincial Courts of Quebec for non-compliance with Church laws had been discussed for half a century and turned upon other issues than that of the Ne Temere Decree under which Catholics were compelled to be married by the Parish priest of one or other of the participants. The degree of relationship, the fact of being god-parents to the same child, the absence of baptism, the performance of marriage by a Protestant Minister, the fact of either party being a minor and married without consent of parents, were some of the causes for dissolution of marriage.

The general question was complicated by many side issues and by such sensational utterances as that of Rev. C. O. Johnston (Methodist) of Toronto who on Jan. 7 used a particularly violent anti-Protestant oath, said to have been at some time or other taken by the Jesuit Order, as the text for bitter denunciation of Roman Catholics. The exact terms are unimportant but, on Jan. 31, the Provincial of the Jesuits in Canada, Father Edouard Lecompte, S.J., wrote over his own signature to the Toronto *Star* stating that this allegation was an unqualified untruth. "We vehemently repudiate as a barefaced forgery that absurd, filthy, and criminal oath, which no sane man could take or even believe in, and which, though a hundred times refuted and exploded, has made its way from the initial forger, Robert Ware in 1680, down to his latest progeny lecturing in a Toronto church." The Toronto *Star* on Jan. 8, 9, 10, 11, 15 had a series of long articles from a special correspondent in Montreal of which the following is a summarized analysis:

> Under certain circumstances, it is possible in the Province of Quebec to secure the annulment of the marriage tie for causes which would be regarded as altogether inadequate in any other part of the British Empire. Further, by so doing, to brand those so separated as evil-livers, yet permit re-marriage with other parties; to illegitimatize children; to provide no alimony or means of subsistence for wives; seriously to imperil pro-

perty rights of the heirs of those who, continuing to live together after such sentence of annulment (passed, although unsought) have covetous relatives who are willing to take advantage of the ban of illegitimacy placed upon such heirs; to add very materially to the perils of young girls, both Catholic and Protestant, at the hands of designing and vicious men.

In Quebec there was no special excitement over the matter nor was it greatly discussed in the West while the Church concerned said very little; in Ontario certain circles continued to denounce the Decree as did the Rev. Dr. W. H. Hincks in Toronto on Jan. 7—as being "immoral, inhuman and treasonable." Amidst this rather one-sided discussion of the question it was announced that E. A. Lancaster (Cons.) would press his Bill making all marriages performed by a legally-authorized person valid throughout all Canada. To the press at Ottawa on Jan. 16th, Mr. Lancaster said: "I do not think that there should be a Ne Temere Decree in any Province in Canada, and I believe that all marriages performed by properly authorized persons in Canada should be legal throughout the Dominion, without regard to the religion of the parties or the clergymen." The measure came up for its second reading in the Commons on Jan. 22 and its essential feature was as follows: "Every ceremony or form of marriage heretofore or hereafter performed by any person authorized to perform any ceremony of marriage by the laws of the place where it is performed, and duly performed according to such laws, shall everywhere within Canada be deemed to be a valid marriage, notwithstanding any differences in the religious faith of the persons so married and without regard to the religion of the person performing the ceremony."

Mr. R. L. Borden, Prime Minister, in following described the issue as turning upon the construction of the Civil Code in the Province of Quebec and argued that the Dominion did not possess the constitutional power to over-ride Provincial legislation regarding the solemnization of marriage. He quoted the British North America Act and added: "The formalities prescribed by a Provincial Legislature as necessary to constitute a valid marriage seem undoubtedly within the meaning of the word 'solemnization.' It thus appears that with respect to those formalities the jurisdiction of the Provincial Legislatures is exclusive. The opinion of the late Minister of Justice, Sir Allen Aylesworth, the opinion of the present Minister of Justice, and the opinion of the Deputy Minister of Justice, Mr. Newcombe, K.C., are to the effect that legislation such as that now proposed is not within the legislative competence of the Parliament of Canada." He announced, in conclusion, that the Government had determined to submit for the opinion of the Supreme Court, and thence of the Judicial Committee, the question as to the legislative competence of Parliament to enact this Bill—with any further questions necessary to clearly define its power. Pending such action it was not desirable that the Bill should pass and he, therefore, moved the adjournment of the debate.

Sir Wilfrid Laurier dealt with certain misconceptions regarding the Ne Temere Decree. "The Tametsi Decree (and later the Ne Temere Decree) is simply a rule of conduct to be followed by the members of the Catholic Church. It does not pretend to impose its views on those who do not belong to that Church. Its object is simply to prevent clandestine marriages. In the Province of Quebec to-day, according to the terms of the Tametsi Decree as modified by the Ne Temere now in force—it was not in force when the decisions were given which were referred to by my Hon. friend—if two Catholics marry, they must marry before the parish priest and publicly; not only before the priest but before at least two witnesses." The Minister of Justice (Mr. Doherty) took the view that the promulgation of the Ne Temere Decree in the Province of Quebec had not affected the Civil law "one iota." "I quite understand that before the Ne Temere Decree, the Church recognized the validity of the marriage between a Catholic and a non-Catholic before an officer qualified to solemnize marriage; but that since the Ne Temere Decree—dealing always with the spiritual question and from the point of view of the validity of the sacrament—the ecclesiastical authority does not recognize the validity of the sacrament; but that in no manner affects the Civil law of the Province of Quebec." He did not believe that the best way of dealing with this question was to act first and find out afterwards if there was any power to so act.

A. H. Clarke, K.C. (Lib.), attacked the Government and reviewed political statements of the late general election; Hon. W. T. White dealt with the legal cases in Quebec arising out of the local situation; E. Guss Porter (Cons.), M. Clark (Lib.), Hon. L. P. Pelletier, E. M. Macdonald (Lib.), J. W. Edwards (Cons.), spoke briefly and then the division showed 87 in favour of Mr. Borden's amendment to adjourn the debate and submit a stated case to the Courts and 61 against. Sir Wilfrid Laurier and other Liberal leaders voted against the Government amendment and were supported by five Conservatives—W. F. Maclean, Richard Blain, Edward Kidd, J. W. Edwards and E. A. Lancaster. W. B. Northrup, T. G. Wallace and Col. Hugh Clark, who favoured the principle involved in the Bill, decided to support a reference to the Courts first.

Opinion as to this action of the Government varied greatly. Hon. S. H. Blake (Lib.) in an interview on the 23rd declared that there was no certainty as to the rights of Provincial Legislatures and Parliament in the premises. "Until this is settled by an authority which can bind all, any statute passed might be the subject of prolonged litigation and would keep matters in a state of uncertainty for an indefinite period. It appears to me, therefore, that it was a wise conclusion that the final authority should first determine this question of power." The Orange *Sentinel* was also inclined to approve the policy: "If Mr. Lancaster's Bill had been passed it would, in all probability, have been taken before the Privy Council. It might have been set aside upon a technicality. To reach such an issue after two or three years' time would be much worse than to

await the decision of the highest Court, and upon that solid foundation frame an enactment that will stand."

The Toronto *Telegram* (Ind.-Cons.) considered the action of the Government as a shirking of duty, a policy of "shame and surrender." On the 24th the views of an "eminent Counsel" to whom Mr. Borden had referred in his speech were made public and it was found that I. F. Hellmuth, K.C., of Toronto, had advised the Government: (1) that Mr. Lancaster's Bill was beyond the power of the Parliament of Canada to enact; (2) that Parliament could not validate a marriage which had not been solemnized with the formalities or before the person prescribed by the Provincial laws; (3) that if the law of any Province required that the marriage of two Catholics must be celebrated before a Catholic priest, the Parliament of Canada could not effectively declare that such marriage was valid if celebrated before some other person. The comment of the Toronto *Globe* on Jan. 24th was explicit:

> The Ne Temere Decree promulgated by the Roman Catholic Church in 1908 goes a step farther, and arrogates to the Church of Rome powers that, if declared to be legally exercised in Quebec under Clause 127 of the Civil Code, must be curbed either by an amendment to the Code or by a constitutional amendment that will transfer to the Dominion Government control over the solemnization of marriage. Stripped of its verbiage, the Ne Temere Decree says that a marriage of a Catholic and a Protestant is no marriage at all in the sight of God and the Church unless it is performed by a priest or the Holy See grants a special dispensation. The parties to a mixed marriage must be married according to the Canon law, which makes marriage a sacrament of the Church of Rome.

Meanwhile, certain cases were coming to a decision in Quebec. That of Tremblay *vs.* Depatie in which a marriage of 4th cousins was annulled by the Court of Review came under discussion in the press and on Jan. 10, G. V. Cousins, the Montreal advocate, urged that it be appealed to the Privy Council and on Dec. 18 following it was announced that this would be done. On Jan. 30, Mr. Justice Bruneau gave Civil effect to an Ecclesiastical decree declaring the marriage of Dame Marie A. Meunnier to F. X. Blanchet void on the ground of the 3rd degree of consanguinity. They had not been living together for years. On appeal the Court of Review—Judges Tellier and De Lorimier—upheld this decision on Nov. 29 with Judge Archibald dissenting. The famous Hébert case came up for judgment before Mr. Justice Charbonneau in the Superior Court at Montreal and the decision was made public on Feb. 22. This marriage of Emma Clouatre and Eugene Hébert (both Catholics) had been annulled by Archbishop Bruchési on the ground of solemnization by a Methodist Minister, without dispensation, and this annulment had been ratified by Mr. Justice Laurendeau. Mde. Hébert now appealed on behalf of their child and in the course of an elaborate study of the issue and judgment upon the case, Judge Charbonneau declared the judgment and annulment of Mch. 23, 1911, null and void and the marriage in

question of July 9, 1908, "good and valid." He made these comments:

Marriage.—That which essentially constitutes marriage is the consent of a man and woman to live in common together, for life and the conservation of humanity. That is not only the base of the contract, but it is the contract itself; the sacrament is only a form which gives it its mark of solemnity, and the civil ministerial functions are nothing but another form which give it publicity, authenticity and civil effect.

Ne Temere.—Personally I cannot believe that the Roman Congregation which enacted the Decree ever intended to give it any civil effect. However, it is sufficient for the needs of this case to declare for reasons which have been analyzed in the judicial examination of the question, that this Decree has not the slightest influence over the civil solemnization of marriage in this case or rather over the qualification of the officer before whom was received the consent to marry.

Decision.—The Court declares that the Decree proclaimed by the Congregation of the Council of the Roman Catholic Church, Aug. 2nd, 1907, beginning with these words, 'Ne Temere,' has no civil effect whatever upon the said marriage; that the Decree of the Ordinary of the Diocese of Montreal under date of Nov. 12th, 1909, and produced in this case by the complainant, has no Judicial effect in this case, and rejects the plea of the opposing Defendant and of the Tierce opposante, with reference to the other conclusions that are therein taken.

Comments were many and varied with a majority of expressed opinions in favour of the matter going to the Privy Council for final decision and the announcement was made that such an appeal would be taken in due course. The Protestant press of the country was inclined to eulogize Judge Charbonneau's judgment as scholarly, thorough and judicial in tone—the Toronto *Telegram* describing it as "the Magna Charta of Civil Freedom." In St. James Cathedral on Feb. 25th, Archbishop Bruchési took high and positive ground with the quoted words of Pope Leo XIII: "Since marriage is in its essence, from its nature and in itself, sacred, it is necessary that it shall be regulated and governed not by the authorities of secular rulers, but by the divine authority of the Church, which alone has dominion over sacred things." As to the rest he put the case in this way: "Have we ever seen a Catholic priest, even when urgently pressed, celebrate the marriage of two persons belonging to another religious congregation than the Catholic Church. Such a thing will never be seen. If Protestant ministers did accordingly, if they did not admit before them to receive their consent to marriage, imprudent and guilty Catholics, on the simple presentation of a civil permit, after neglecting to inquire their age and their condition, we would not have had these scandals that have caused so much trouble in society, excited the popular passions, and given rise to the most deplorable discussions." Meanwhile, a stated Case had been prepared under Dominion Government instructions, and in connection with the Lancaster Bill, for presentation to the Supreme Court and the Judicial Committee. It was announced on Feb. 23rd, as follows:

The Committee of the Privy Council, on the recommendation of the Minister of Justice, advise that, pursuant to Section 60 of the Supreme

Court Act, the following questions be referred to the Supreme Court of Canada for hearing and consideration, namely:

1. (*a*) Has the Parliament of Canada authority to enact, in whole or in part, Bill No. 3 of the first Session of the twelfth Parliament of Canada, entitled, 'An Act to Amend the Marriage Act'; (*b*) if the provisions of the said Bill are not all within the authority of the Parliament of Canada to enact, which, if any, of the provisions are within such authority?

2. Does the law of the Province of Quebec render null and void, unless contracted before a Roman Catholic priest, a marriage that would otherwise be legally binding, which takes place in such Province—(*a*) between persons who are both Roman Catholics, or (*b*) between persons one of whom, only, is a Roman Catholic?

3. If either (*a*) or (*b*) of the last preceding question is answered in the affirmative, or if both of them are answered in the affirmative, has the Parliament of Canada authority to enact that all such marriages whether (*a*) heretofore solemnzed, or (*b*) hereafter to be solemnized, shall be legal and binding?

This case came before the Supreme Court of Canada on May 7. Wallace Nesbitt, K.C., and Eugene Lafleur, K.C., appeared on behalf of the Dominion Government in support of the Dominion's power to pass the Bill introduced by E. A. Lancaster, M.P. for Lincoln, whilst Edward Bayley, K.C., appeared on behalf of the Government of Ontario in support of the right of Parliamcnt to legislate. I. F. Hellmuth, K.C., and P. B. Mignault, K.C., appeared as opposing the right of Parliament to pass such legislation and were so appointed by the Dominion Government in order that both sides might be argued; whilst R. C. Smith, K.C., and Aimé Geoffrion, K.C., appeared on behalf of the Quebec Government to ask that the argument be not proceeded with on the ground that the Supreme Court had not the requisite jurisdiction. The Court decided to await the decision of the Privy Council in the Companies' Case and this on May 16th gave the Court authority to hear such appeals.

On the 27th, the Court (composed of Chief Justice Sir C. Fitzpatrick, Hon. L. P. Duff, Hon. J. Idington, Sir L. H. Davies, Hon. F. A. Anglin and Hon. L. P. Brodeur) sat upon the case with Mr. Justice Brodeur alone absent on account of having recently supported in Parliament Sir A. B. Aylesworth's view of the subject. Most elaborate arguments were presented by the various Counsel in speeches of great ability. Mr. Bayley on May 30th submitted the Ontario Government's view in a few concise words: "While of the opinion that it is difficult to give an unqualified yes or no to any one of the questions submitted in this case, and that the law on the subject is difficult to determine, the Province of Ontario favours a uniform general marriage law for the Dominion—if so framed that the Legislative authority of the Provinces in relation to the solemnization of marriage is not thereby violated; and the Province of Ontario adopts so much of the argument of Counsel for the Dominion as is consistent with the view above expressed, and no more. The Province of Ontario considers that an Act of Parliament which renders valid throughout the Dominion marriages performed in a Province by persons legally authorized by such Province would result in consolidating and perfecting Provincial authority throughout Canada, and, on this view,

the passing of such an Act by the Dominion Parliament would enlarge rather than encroach upon Provincial jurisdiction."

Judgment of the Court was reserved on May 31st and made public on June 18th. It was a somewhat complicated document. The five Judges were practically unanimous as to the Federal Parliament having no constitutional right to pass such a Bill as Mr. Lancaster's; three out of the five declared that the law of the Province of Quebec did not render null and void marriages not contracted before a Catholic priest and otherwise legally binding, while Chief Justice Fitzpatrick declined to answer as to two Catholics and Mr. Justice Anglin declared for the Ecclesiastical contention in that respect; and a unanimous decision was given favourable to the legality of mixed marriages under Quebec conditions. As to Parliament being competent to enact that such marriages should in future be legal and binding all but Judge Idington answered in the negative. The case then went on appeal to the Judicial Committee where the hearings began on July 22 before the Lord Chancellor (Lord Haldane), Lords Loreburn, Halsbury, Macnaghten, Atkinson, Shaw, and Lord Chief Baron Palles of Ireland. Practically the same Counsel appeared as at Ottawa—Messrs. Nesbitt, Lafleur, Hellmuth, Mignault, R. C. Smith and Geoffrion with the addition of F. Arnoldi, K.C., representing Ontario. Judgment was rendered on the 29th in exact terms which are quoted elsewhere.* Their Lordships expressed the opinion that the Provincial Legislatures in dealing with the solemnization of marriage within any Province could impose conditions affecting the validity of contract. In a general sense the Supreme Court decision was confirmed, except that it was not thought necessary to answer the second question and, therefore, Parliament was declared unable to, in effect, pass a uniform marriage law for Canada. The question as to the validity of, or the power of making valid, certain marriages in Quebec was presumably left for future decision in respect to the Hébert or some similar case on appeal. If Parliament had no authority regarding the first question it could have none in the third.

The decision was received with satisfaction by the French-Canadian press and with a demand for amendment of the British North America Act by the Orange *Sentinel* and its school of thought in Canada generally. The Hamilton *Spectator* expressed sympathy with this idea and the Toronto *Globe* hinted at it while the Montreal *Herald* (July 31) took this view: "The decision of the Judicial Committee is clearly based on the ground that the framers of the B.N.A. Act recognized that the Provinces, parties to the pact, had diverse marriage laws, and they desired to continue the autonomy of the Provinces in this regard. The decision is, therefore, another victory for Provincial Rights." It was said that the Evangelical Alliance of Canada obtained 300,000 signatures to a petition for a National Marriage law. The following incidents connected with this general question in 1912 may be briefly summarized:

* NOTE.—See Judicial Committee decisions, page 127.

Feb. 7.—In his charge to the Anglican Synod, Bishop Farthing of Montreal, says: "When there has been a marriage against which there is no objection except that of religion and the union has taken place it seems to me that it is a horrible degradation of human life for the Church to separate those two persons and permit the Christian partner to marry another person." The Synod passes a Resolution pledging its hearty support to "every lawful effort to secure one marriage law for the Dominion of Canada."

Feb. 23.—Speaking in the Quebec Legislature, Mr. Bourassa declares that under Articles 163 and 164 of the Civil Code of the Province of Quebec a marriage which has been declared void (by Ecclesiastical authority) has nevertheless Civil effects, both as regards the one married, and as to the children, when the marriage has been contracted in good faith. If the good faith exists only on the part of one of the married persons, the marriage does not produce Civil effects except in favour of the one in good faith, and of the children born of the marriage.

Mch. 10.—Rev. Father Woodcutter and Ven. Archdeacon Johnson refer from their pulpits in Moose Jaw, Sask., to the charge of undue influence being used by the former in the case of a local mixed marriage where the Catholic husband finally persuaded the girl to be married by the Priest in a second ceremony.

June 21.—Mr. Justice Greenshields gives judgment in a case wherein Mde. Rebecca Morin sued *La Croix*, a French newspaper of Montreal, for stating (Nov. 18, 1911) that her Father, the one-time Rev. Charles Chiniquy, had not been legally married because when a Roman Catholic priest he had taken the oath of chastity. Verdict is given against *La Croix* for $3,000 damages as having published an article both "defamatory and libellous." For the claim of the Catholic Church that "once a Roman Catholic always a Roman Catholic" the Judge declares that there is no sanction in the laws of Canada.

Dominion Bye-Elections of 1912: South Renfrew, Macdonald and Hochelaga

The Bye-elections of the year 1912 included the following acclamations: Carleton, Oct. 30, W. F. Garland; South Simcoe, June 10, W. A. Boys; Kootenay, May 30, R. F. Green. These new members were all Conservatives and Mr. Green was an active and prominent British Columbia politician. Of the contested seats South Renfrew on Feb. 22 elected Hon. G. P. Graham (Lib.) by a majority of 223 over M. J. Maloney; Hochelaga elected Hon. Louis Coderre (Cons.) by 2,273 majority over Léopold Doyon; Richelieu elected P. J. A. Cardin (Lib.) over E. A. D. Morgan by 258 majority; Macdonald elected Alex. Morrison (Cons.) by 794 over R. L. Richardson (Ind. Lib.). This gave the Government a successful record and the Conservative press added to it the statement that since Sept. 21st, 1911, the Province of Ontario had gone Conservative in Provincial Elections by 89 to 18; that of British Columbia by 40 to 2 and Prince Edward Island by 28 to 2; that of New Brunswick by 44 to 4; while, on the other side, Quebec had returned its Liberal Government by 63 to 18.

It may be added here that on Apl. 17 Mr. Justice McCorkill gave total damages of $2,000 to M. Letorneau who sued *L'Evenement* and the Quebec *Chronicle* for stating during the 1911 Elections that he induced Sir W. Laurier's local opponent to retire by the use of force

and fraud; that the bye-election in Richelieu was caused by the unseating on Apl. 29 of P. J. A. Cardin (Lib.) for corrupt practices which were admitted; that the result in this riding cut down Mr. Cardin's majority by nearly two-thirds from that of 1911 with the Liberal claim that this was due to promises of Government support by Sir R. Forget to a local railway project *plus* the influence of the Sorel ship-yards; that R. F. Green, the Conservative who was elected in the Kootenays, strongly advocated protection for local lumber and lead industries; that the Supreme Court of Canada on Oct. 29 confirmed J. A. C. Ethier (Lib.) in his Two Mountains' seat where, at the General Election, he had been declared elected by acclamation on a technical irregularity in his opponent's papers; that it was claimed (Toronto *News,* Nov. 20) that during the year the Bye-elections had shown an increase of Conservative majorities from 1,523 to 2,990 and a decrease of Liberal majorities from 1,518 to 462.

The South Renfrew contest turned largely upon an arrangement made by the local Executives of the two Parties that the Hon. G. P. Graham (Lib.) would be elected to Parliament by acclamation in place of T. A. Low who would resign for that purpose, if T. W. McGarry (Cons.) were returned by acclamation in the, then, pending Provincial elections. The Agreement was written in precise and explicit terms; it was signed by J. B. Ferguson, President of the South Renfrew Conservative Association and a number of Conservative workers and by B. G. Connolly, President of the South Renfrew Reform Association, and a corresponding number of Liberals. Mr. McGarry was elected by acclamation, Mr. Low then resigned his seat, and Mr. Graham was announced as the Liberal candidate. Hon. J. D. Reid, Minister of Customs, G. V. White, M.P. for North Renfrew, and various prominent Conservatives, outside and inside the Riding, disapproved of the agreement and a Conservative Convention nominated Dr. M. J. Maloney (Jan. 19th) to contest the seat. Objection was taken to the proposed method of electing a prominent Liberal leader though the Convention was willing to allow Mr. Low to withdraw his resignation and be returned unopposed. Mr. Reid in addressing the Convention said:

> More than once I told Mr. Low, indeed, the last time not more than three hours before his resignation, that under no conditions would I agree to the proposed Agreement, because it was a question for the electors of South Renfrew to decide in Convention. When the Liberal party succeeded in defeating our leader, Hon. R. L. Borden, in Halifax, and we asked them to allow his election in Carleton by acclamation before Parliament, so that he could lead us from the opening of the Session, G. P. Graham and others refused and made us wait until the House met, and they kept Mr. Borden out of the House as long as they could—although Carleton never elected anybody but a Conservative and the election was a mere matter of form. For this kind act they now ask us to allow Mr. Graham to be elected by acclamation. Not if I know it.

Mr. McGarry took no part in the election, while the Renfrew *Journal* (Cons.) appealed to the Government not to repudiate the Agreement and "disgrace the Party." In the Commons at the close of January,

complaint was made that South Renfrew had been too long vacant. Mr. Borden stated in reply that Mr. Low had drawn his Sessional indemnity up to Dec. 31, and pointed to a long list of vacancies under Liberal Government such as Beauce, St. James-Montreal, Addington and L'Islet which all ran 111 days in 1901, North Grey 147 days in 1902, London 157 days in 1907, and Winnipeg 279 days in 1899. Mr. Graham put up a vigorous fight and commenced a series of speeches at Eganville on Jan. 29. He was assisted by Hon. H. S. Béland, T. A. Low, Dr. Neely, G. E. McCraney, F. F. Pardee, E. B. Devlin, J. H. Sinclair, W. M. Martin, E. M. Macdonald, Hon. R. Lemieux, Hon. C. Murphy and other members of Parliament. Sir W. Laurier and Hon. Mackenzie King spoke at Eganville and Arnprior on Feb. 19th. The Opposition Leader laid great stress upon the alleged unfairness of the contest and described the Cabinet as afraid to have Mr. Graham in the House. "I am sure I can depend not only upon the Liberals, but upon the Conservatives of this Riding to see that justice is done in this matter. There is no political issue, no question between us this time, no great matter to be settled, for the Government is not in danger. We were beaten only six months ago, and I want to give them all the rope they want, in the hope that, probably, they will hang themselves."

Assisting Dr. Maloney were G. H. Ferguson, M.L.A., and various Members of Parliament including W. H. Bennett, J. J. Donnelly, W. Smith, G. H. Baker, John Webster, C. J. Thornton, while Hon. G. E. Foster, Hon. J. D. Reid, Hon. J. D. Hazen and Hon. L. P. Pelletier of the Government also spoke—the first named Minister declaring at Arnprior that the success of Mr. Graham would be a blow to the Government. The contest was a very hot one and charges were freely made on both sides as to the expenditure of money. On Feb. 22, Mr. Graham was found to be elected by a majority of 223 compared with a Liberal majority in 1908 of 680 and in 1911 of 619. A banquet was given Mr. Graham at Ottawa on Mch. 2nd by the Liberals in Parliament amid much Party gratulation. He received another at Brockville—his old constituency—on Mch. 4.

In the bye-election of Macdonald, Man., caused by the appointment of W. D. Staples as a Grain Commissioner, the Conservative candidate was Alex. Morrison, a well known farmer of the Carman district—whose rumoured rivals, Sanford Evans, Winnipeg, and H. E. Robison, Carman, did not eventually oppose him in the Convention—and R. L. Richardson, proprietor of the Winnipeg *Tribune,* who ran as an Independent with Liberal leanings. The chief question discussed was Reciprocity and, at his nomination on Sept. 24, Mr. Morrison described himself as having always been opposed to the policy and as believing it to be now, in a national sense, a dead issue. Mr. Richardson made public an elaborate platform* urging lower duties upon British goods with "free agricultural implements and a steady tariff reduction in all the necessaries of life" and denouncing

* NOTE.—Winnipeg *Free Press,* Sept. 25.

the manufacturers of the East as striving "to keep the Western agriculturist in bondage":

> Reciprocity and enlarged markets, which was fought out a year ago, when, owing to the scandalous importation into this discussion of extraneous considerations already referred to, the interest of the producer was so cruelly betrayed, continues to be a real, vital, living issue, especially with the agriculturists of the West, who, according to careful authorities, could not have lost less than between 15 and 20 millions of dollars in disposing of their cereal products last season, by the defeat of the measure. A verdict in favour of freer trade, enlarged markets, lower tariffs, closer and freer trade relations with the Motherland, and Reciprocity, while it would not defeat the Government or even impair its already too great majority, would have the effect of compelling the Administration to adopt a policy which would bring the much-needed relief.

A recently organized Reciprocity Association for the Riding, headed by J. S. Wood, Oakville, the Liberal candidate in 1911, conducted a vigorous campaign for Mr. Richardson with many meetings addressed by the candidate and others. By the Manitoba *Free Press* and other papers Mr. Richardson was designated usually as "the Reciprocity candidate." Various leaders in the Grain Growers Association supported him with vigour and effect—notably R. McKenzie, Secretary of the Manitoba body who, in the preliminary fight (Aug. 11) stated at Treherne that the Canadian home market was unable to consume the produce of Western Canada on account of the system of distribution and also through geographical position. Western Canada, he claimed, needed a market not only for cereals, but also for other natural products. At present the only market of any size which was available was Winnipeg. It did not take many farmers to produce enough butter, eggs, poultry, beef and potatoes to supply Winnipeg. What was needed was a market which could consume the surplus natural products of the Western country with some reasonable guarantee to the farmer that he would receive a reasonable price for what he produced.

Active local leaders in the Association also worked for Mr. Richardson and J. W. Scallion, of Virden, one of its founders and past Presidents, issued an appeal in the *Grain Growers Guide* (Oct. 2): "Farmers of the West have had some experience now of what the decision of Eastern plutocrats has cost them for the past year. Will they vote to continue the rule of the interests, or will they strike for freedom to buy and sell where they can do so to the best advantage? That is what the election in Macdonald means. That is what every election that will be held in the West for some time to come will mean, and it is for the Western farmers to say whether they will have restriction or freedom of trade." The *Guide* of Sept. 25 declared editorially that "if Macdonald is carried for Reciprocity the Ottawa Government cannot longer refuse to consider the demand of the West." E. C. Drury, of Barrie, President of the Dominion Council of Agriculture, which included all the Western Grain Associations, telegraphed on Oct. 1st that "on behalf of the organized farmers of Ontario, I wish to express our deep interest in the fight which the

organized farmers of Manitoba are waging in Macdonald for Reciprocity and the extension of British preference. A few months ago we were beaten in our fight for larger markets, not because of the weakness of our cause, but because of an adroit use of the race and creed prejudice and the loyalty cry. To-day you have a chance to show that our cause is still alive."

Mr. Richardson spoke and worked day and night. In his speeches he resented strongly the charges of disloyalty made by the Conservative speakers against him and his Party in connection with Reciprocity. He was actively aided by Hon. F. Oliver, who spoke throughout the constituency, by Dr. Michael Clark, L. J. Gauthier, Gustave Boyer and other Liberal Members of Parliament; by T. C. Norris, Liberal Leader in the Legislature, and other members of that body including J. B. Baird, C. D. McPherson, S. H. Green and G. J. H. Malcolm; by L. H. Fournier, Ira Stratton, D. S. Robb, A. Geoffrion, Senator R. Watson, D. W. Buchanan and A. C. Fraser. Hon. J. A. Calder and Hon. George Langley of the Saskatchewan Government also took a share in the fight which was the object of much Party controversy while Thos. MacNutt, W. E. Knowles, and W. M. Martin, Members of Parliament from that Province, and J. H. Haslam, Regina, together with S. P. Porter, spoke or worked for Reciprocity.

On the Conservative side the leader in the fight was Sir Rodmond Roblin, Premier of the Province. He commenced a series of typically-vigorous campaign speeches at St. James (Winnipeg) on Sept. 25th. It was, he declared, the first opportunity of the people of Manitoba to show what they thought of Mr. Borden and his Administration, to support agriculture, the great industry of the Province, against a policy of United States competition, to express an opinion of the Liberal policy in opposing the Highway Grants Bill, to express their approval of justice being at last done to Manitoba in the matter of boundaries. Reciprocity was dealt with at length, President Taft's "adjunct" letter read—here and elsewhere throughout the contest:

> Canada is British, Canada proposes to remain British, Canada will not be an adjunct of the United States nor of any other country. Canada is the most important overseas Dominion of the Empire. She is an integral part of that Empire, and is within speaking distance of the time when representatives of Canada will sit at Westminster to deliberate on Imperial affairs. However, there are those who would resurrect the dead body of Reciprocity if they were able. There are those so wanting in business intelligence, business experience, so lacking in patriotism, that they would tie us up with the great Republic to the south of us in a compact such as was proposed last Fall. I make this statement, that a Reciprocity pact or Agreement or International Treaty with the United States at the present time is not worth the paper it is written on—if the Congress of that country feels that it can by repudiation make political capital for a party, or should find that it is not working out to their financial and political advantage.

The Panama Canal matter and its Treaty repudiation were dealt with. As to the Naval question it was in his opinion paramount at the moment to all others "because it touches the very nerve centre of

our national life and requires prompt and positive action. The Canadian people are the last people on earth to provoke war or even rumours of war. They believe that the surest way of guaranteeing the peace of the British Empire and maintaining her splendid position of the past and of the present is to maintain a Naval strength equal to that of the past. Do you favour the proposal of Canada assisting the Motherland in maintaining the position that she occupies to-day?" These were the lines along which the Provincial Premier's speeches ran in a campaign which included 50 meetings on both sides in two weeks.

He was at Cypress River on Sept. 30, at Treherne on Oct. 2, at Ste. Claude on Oct. 3, at Brooklands on the 5th, at Mariapolis on the 7th—where he spoke very strongly as to alleged interference in the contest from other Provinces. "The fact is, that this election is not being run by a high class of patriotic Liberals in Manitoba. The contest is engineered, is organized and is financed, by the secessionists and annexationists and the Americanized element of Saskatchewan and Alberta, but more particularly Saskatchewan." Sir Rodmond was at Miami on Oct. 8 when he gave Mr. J. A. Calder, Acting-Premier of Saskatchewan, a list of alleged "political thugs" from that Province who were said to be trying to debauch the electorate of Macdonald. At Carman on the 10th (he was at Roland on the 9th) he read a letter which appeared to involve a man named J. J. Sullivan who had just been arrested for interference in the contest. At St. Charles on the 11th he made his final appeal to the electorate in the contest and referred with vigour to an alleged importation of hundreds of "political workers and manipulators" fresh from the Reciprocity victory in Saskatchewan. Some of the Conservatives who spoke most frequently in the constituency were the other members of the Manitoba Cabinet—Messrs. Campbell, Lawrence, Armstrong and Coldwell; Hon. Robert Rogers and Hon. W. J. Roche of the Dominion Government; J. A. M. Aikins, A. Meighen, W. H. Sharpe, G. H. Bradbury, F. L. Schaffuer of the House of Commons; Hon. W. H. Montague, R. A. C. Manning, Sanford Evans, W. J. Tupper, K.C., and E. L. Taylor; Jos. Bernier, A. Bédard, G. Steele, Jas. Morrow, A. Prefontaine and B. L. Baldwinson of the Manitoba Legislature.

Mr. Rogers, Minister of the Interior, made his first speech in the campaign at Notre Dame de Lourdes on Oct. 4. Illustrating the possible damages of Reciprocity to the farmers he pointed out that in this district the Ogilvie Milling Co. were purchasing American wheat at seven cents a bushel less, delivered at their mills, than they were paying for Canadian wheat and stated that 100,000 bushels of American oats had just arrived at Montreal from Duluth and, after paying a duty of ten cents per bushel, were able to compete with Canadian oat growers. Another point was that during the past year over $300,000 worth of eggs, $600,000 worth of bacons and hams, and $300,000 worth of vegetables, were imported into Winnipeg, alone, from the States. The Minister was at St. James (Winnipeg) on the 7th when he vigorously denounced Mr. J. A. Calder, the Saskatchewan

Minister, for taking part in the contest and stated that the latter was, that very day, consulting with and marshalling his forces in Winnipeg. He described various alleged cases of the voting of aliens, etc., in the Saskatchewan elections; declared that the Laurier Government had for years neglected the West in matters of transportation and promised that the Borden Government would effect a reduction in freight rates; dealt with the future importance of the Hudson's Bay Railway; and opposed Reciprocity from both an economic and national standpoint. He was at Somerset on the 9th and, with Hon. W. J. Roche—who was at the above meetings—addressed various other gatherings.

Meanwhile there had been a series of arrests made, under the orders of the Attorney-General of Manitoba, of men charged with illegal or corrupt practices in aid of Mr. Richardson's candidacy and including J. J. Sullivan, Melville, Sask., D. H. Walkinshaw, Winnipeg, W. B. Sifton, Minitonas, and R. J. A. Prince, St. Boniface, whose cases excited considerable controversy. On Oct. 8 Edward Brown, F. O. Fowler and E. D. Martin, three prominent Winnipeg Liberals, wrote an open letter to Sir R. P. Roblin giving Sullivan an excellent character and challenging the Premier to supply other names of the alleged Saskatchewan manipulators. He replied with a telegram from Roland stating that two—whom he named—were in that vicinity and asking for co-operation with the Attorney-General's Department. The reply was that "we have already supplied you with a list of volunteers from Saskatchewan who are taking part as citizens of the Dominion in an election of Dominion-wide interest, in support of Mr. Richardson's candidature. No other persons so engaged are known to us." A further protest against these arrests was issued by the same three gentlemen on the 11th. The charge as to Saskatchewan's aid in the contest was met by Liberals with the statement that every Conservative worker in Manitoba had been brought into the constituency.

The result was the election of Mr. Morrison on Oct. 12 by a Conservative majority of 794 compared with 161 majority in 1911 and 576 in 1908. Conservative comments were explicit. Sir R. P. Roblin declared that "the election was a declaration that Canada is self-reliant; that Canada proposes to make use of her opportunities and foster and develop her own resources; that Canada is loyal; that Canada is Imperialistic; and that Canada longs for the day when Chamberlain's dream shall be realized, and the Motherland and all her overseas possessions shall be bound together with an Imperial preference that will strengthen the ties that bind us and make the British Empire one and indivisible." Mr. Rogers denounced "the invasion" of Saskatchewan workers and declared that French-Canadian Liberal speakers had appealed to people of that race in the name of Louis Riel. The Premier at Ottawa described the result as a strong rebuke to Reciprocity advocates and to all who would weaken the ties between East and West. Mr. Richardson issued a statement declaring that Conservative corruption and the "intimidation" practised by the Roblin Government were the chief reasons for his defeat.

It would seem that the "British-born" element, the French-Canadians, and an unexpectedly large number of farmers supported the Conservative candidate. An aftermath of the contest was the dismissal of the charges against Walkinshaw (Oct. 18) while Sifton and Prince were also discharged. Sullivan had been released on the 18th after promising to leave the Province and, in the Police Court on the 21st, an extraordinary scene took place regarding this case between Magistrate McMicken and two local lawyers—W. H. Trueman and E. J. McMurray. Messrs. Sifton, Walkinshaw, Prince and Sullivan were speakers at a Liberal mass-meeting in Winnipeg on Nov. 22 and a Resolution was passed declaring their arrests to have been "subversive of freedom and an exercise of absolutism." In the Commons on Nov. 25 a hot debate took place as to this Bye-election with various charges bandied to and fro. Hon. Mr. Rogers read affidavits as to acts of corruption said to have been practised by W. B. Sifton.

Meanwhile the Hochelaga contest was getting underway. It was of interest as involving the initial success or failure of a new Minister, as indicating in some measure the influence or otherwise of the Nationalists, as proving the truth or inaccuracy of statements regarding a Liberal revival in Quebec Province. *Le Devoir,* the organ of Nationalism, bitterly attacked Mr. Coderre, the new Secretary of State, and on Oct. 6, Mr. Bourassa described him in that paper as having been an ardent Nationalist with principles which he had swallowed for the sake of office. This was the chief of the charges made and it was reiterated with many variations. The important issue, however, was the Navy question. Leo Doyon, a former G.T.R. conductor, was nominated on Nov. 12 to oppose Mr. Coderre with a platform of Naval Referendum policy and appeals to the Labour vote in the constituency. Sir W. Laurier had already declared his position in a letter to S. Letourneau (Nov. 4): "Before his departure for London and since his return to Canada the Prime Minister has declared that after consultation with the Admiralty he would make known his Naval policy to the people of Canada. We do not know as yet in what this policy consists, and notwithstanding the resignation of one of his colleagues, we do not know more than imperfectly the real causes of this disagreement. . . . Our Naval policy is known. It has not changed since March 29th, 1910, but would it be opportune to take up the fight before knowing what is the new policy of the Government? I have said many times since the last Conference in London that I would await the explanations of the Government before discussing their Naval policy."

The contest was, therefore, somewhat one-sided. Mr. Coderre held a large number of meetings assisted by Hon. L. P. Pelletier, J. H. Rainville, Hon. W. T. White, H. B. Ames, Hon. C. J. Doherty, Hon. T. W. Crothers, L. T. Marechal, Hon. W. B. Nantel, F. J. Bisaillon, K.C., A. Sevigny, P. E. Blondin, C. A. Pariseault, K.C., J. A. Decarie, K.C., and other prominent members of Parliament or politicians. Mr. Pelletier's speeches were strongly British and Imperial in tone. At St. Henri (Nov. 13) he made this statement: "We are of the opin-

ion, and you know, and can count on it, that if Canada should enter on the construction of a Navy in a permanent manner, that there should be a popular consultation on any such permanent policy. We are of the opinion that we are large enough now, as a country, to do our duty towards the Empire, as we are ready to do, and that with a permanent policy like that, we should not be called upon to contribute without having our word to say in the declaration of war. . . . It is not our policy to say to the Mother Country, come to our help when we need it, but we will never help you." Hon. W. T. White at Westmount (Nov. 14) declared that "the real issue is the Navy question." Emergencies called for quick action and the Government could be trusted for a dignified and patriotic policy. Mr. Coderre followed up this statement. "My feeling is that we should say to England: 'When you need us, you will find us ready'; and I think that the majority of the Members from Quebec feel with me. I am still proud of Mr. Monk. The difficulty was not a question of principle, but one of method." He was still opposed to a direct contribution policy unless there was a real emergency and as to this he was awaiting the British Admiralty document which would deal with the matter. Mr. Doyon replied to this and other speeches by a Manifesto to the Electors—*Herald,* Nov. 16—in which he said:

> I believe the best help Canada can give to the Empire is by developing her own territory, and that she has no other military obligation than that of the defence of her own territory, as British statesmen have themselves admitted. I believe that Canada, a young country, having vast public works to accomplish, must employ all her resources in her own development and defence. Therefore, I am opposed to any kind of contribution to the general expense of the Imperial Army and Navy, on the direction of which we have nothing to say. If we are offered a new policy, be it on the pretext of an emergency, the existence of which is contradicted by the declarations of the British statesmen, or be it a permanent policy, I ask that the people be consulted.

A Nationalist meeting at Westmount on Nov. 16 was addressed by Tancrede Marsil and A. Lavergne on behalf of Mr. Doyon. The latter was very bitter in his denunciation of Messrs. Nantel, Pelletier and Coderre, whom he termed Judas Iscariots—according to a Montreal *Star* report. As to the rest: "If I had to choose between the Laurier Navy and the emergency contribution of Mr. Borden, I would choose the Laurier Navy." Mr. Coderre concluded his campaign on Nov. 18 with an open letter describing, chiefly, his personal position. "Never having taken the solemn engagements which bound Mr. Monk, and looking primarily to the advantages coming to my County should I become a Minister, I accepted the Portfolio which was offered to me. . . . It has been contended in certain quarters that I signed the Resolution adopted at a public meeting in St. Eustache last year against any contribution to the Imperial Navy. That contention is untrue; it is a calumny which was started in order to catch votes. I was not at that meeting and it was only on the next day that I took cognizance of its Resolutions. Had I approved of them before Sept. 21st, I should not have accepted Mr. Monk's place in the Cabinet." The

policy which will bring us back into power. . . . Let my words be heard throughout the whole of Canada. Reciprocity is killed, they tell us. Perhaps: but the question is not solved. It will not down. It is indispensable to our young and growing country, it is indispensable to the great young West, that markets should be provided for its production."

At Cobalt, the Liberal leader was greeted by thousands of a cosmopolitan people—said to include 11 nationalities—and by 500 singing school children; the streets were decorated and Sir Wilfrid opened the new Y.M.C.A. building, visited the Kerr Lake mines and in the evening addressed a large meeting. Haileybury was notable for a Reception tendered Sir Wilfrid by French-Canadians on the 19th; with a very brief speech from the Leader and a fervently British speech from Hon. R. Lemieux. "Canada is big enough to have and maintain a Navy just as we have a Militia," declared Mr. Lemieux. "We owe a debt of gratitude to Great Britain, who has given us (the French-Canadians) our civil and religious rights. With those rights we have to assume the duty of defending our country and of aiding Great Britain—not in case of danger, for I won't admit that it is possible for another Power to endanger Great Britain—but in case of emergency. In an emergency of war it is our duty to send our ships." The town was gaily decorated with bunting and evergreen arches.

At Cochrane, Sir Wilfrid saw the Transcontinental in the making and the town was brilliantly illuminated in his honour. In his speech he referred to rumours of the Opposition press that the Government intended to change the grades on this Railway. "The aim of the Liberal Government," he said, "was a road unrivalled on the continent, a road which should be practically level from the Atlantic to the Pacific, and which was not to exceed in grade four to six-tenths of one per cent." He protested vigorously against any such proposal and the intention was afterwards denied by the Government. At North Bay, the Opposition Leader celebrated the anniversary of Sept. 21, 1911, with a welcome at the station from 2,000 people and in a brief speech declared that he had fallen in a noble cause and when the mists of prejudice had passed away he would be again in power. During this visit to Northern Ontario he was accompanied by four of his late Ministers—Hon. George P. Graham, Hon. R. Lemieux, Hon. Mackenzie King and Hon. Charles Murphy.

Following it came a series of meetings in older Ontario. At Cornwall on Sept. 30th a great crowd was addressed and Sir Wilfrid started off by describing the Conservative Government as "beset by Demons—the Demon of Nationalism and the Demon of Jingoism." The Senate, in the matter of rejecting the Highways and Tariff Commission Bills, had stood by the rights of the people. "All honour to them," said the speaker. Messrs. Sydney Fisher, Graham and Murphy also spoke. At Peterborough on Oct. 1 Sir Wilfrid was greeted with bunting, brass bands and large crowds of people. He made the best of a situation which faced him all through this Tour—uncertainty as to the Borden Government policy on the Naval question. "Time

was when Mr. Borden urged the 'speedy' construction of the Canadian Navy. We accepted his suggestion and at once incorporated it in our Resolution. But Mr. Borden is no longer in favour of 'speedy' action. Canada can wait now. The Motherland can wait now. We are told that the Naval policy is not ready even yet. The appeal of patriotic Canadians, as I said last night, must be to the warring factions in the Borden Government." The next day was spent in Toronto and on Oct. 3rd a large meeting was addressed in the Armoury at Chatham with an overflow meeting in the Rink. As at other places, Sir Wilfrid approved Mr. Foster's West Indian arrangement but described it as doing nothing to meet the demand of the West for larger markets. "The West asked for water and Mr. Foster handed them a thimbleful; they wanted a full meal and he gave them a peanut." It was at this gathering that Mr. Graham expressed a rather new idea: "Sir Wilfrid is as much a British subject as the King on his Throne."*

A great welcome was given the Liberal leader at Woodstock on the 4th with large contingents of cheering followers present from London, Hamilton, Ingersoll, Aylmer, Brantford, North Waterloo, St. Thomas, Simcoe, Guelph, Stratford, and many other points within a day's journey. There were seven visiting bands. The warmth of the reception by an estimated total of 14,000 people, the gayety of the crowded streets and buildings, the torches, fireworks and continuous processions, the cheering of his followers, all helped to make Sir Wilfrid's principal speech the best of his Tour. "I am young yet in everything but the arithmetic of years," he declared; "I don't feel ripe for Heaven and at all events I want another tussle with the Tories." Five meetings in all were held and at one of them N. W. Rowell, K.C., the Ontario leader, eulogized Sir Wilfrid in strong terms: "I pay my tribute to the man who blazed the path of Canadian participation in Imperial Naval defence; the man who pioneered the way not only for to-day but for the generations yet to come. The policy of Borden is to talk loyalty; the policy of Laurier is to practise it."

The next two days were spent in Toronto where Sir Wilfrid was present at a Dinner given for him by Mr. Rowell and attended by 70 Liberal stalwarts. A Varsity Rugby match was also witnessed. Mount Forest was visited on the 8th and the Tour closed with a great mass-meeting and an overflow in addition. There were Delegations present from Owen Sound, Orangeville, Walkerton, Guelph and a dozen other places, each carrying banners with the device: "Ontario is returning to Laurier." Many women took part in the processions around the town carrying Union Jacks. During his speech Sir Wilfrid said: "I recognize that the British Empire is the greatest in the history of the world. We are a nation to-day in Canada, but the first nation which ever arrived at nationhood without breaking from the Mother Country." This was the last speech of what was obviously

* NOTE.—Toronto *Star* Report, Oct. 4.

a successful Tour despite the limitations of attack in the undefined Naval situation.

A Liberal writer in a Liberal paper who had accompanied his Leader analyzed it as follows in the *Star* of Oct. 12: "The chief impression that remains from these remarkable meetings is, of course, the undimmed popularity of Sir Wilfrid Laurier himself. Ontario may differ with his policies, and certain sections may have been led by various appeals to doubt his good faith, but Ontario likes to hear him speak. Ontario likes and respects him personally. Wherever the meetings were held, it was to hear him the people flocked. They invariably gave him the greatest of all compliments—perfect silence until applause was due." The Toronto *Sun* (a Liberal and farmer's organ) described the speeches on Oct. 9th as indicating the dropping of Reciprocity and adherence to the Canadian Navy idea—the former action "a concession to the underground influences of the Liberal party which conspire to drop the only concrete reform available and to set the party barking at the moon of wider markets." With the Leader during this part of his Tour were Messrs. Graham, Mackenzie King, Fisher, Murphy and F. F. Pardee, M.P.

On Oct. 22nd Sir Wilfrid addressed an immense throng at Sorel on behalf of the Richelieu Liberal candidate. He described Mr. Monk's retirement from the Government as the commencement of its "disruption and downfall"; and promised that whatever the Naval proposals of the Government were they would be considered not from a party but from a patriotic standpoint.* At a Sherbrooke banquet on Oct. 29th Sir Wilfrid apparently was explicit on the Canadian Navy issue: "There are those who say to me, 'Give up this Naval policy,' but, no, Sir, I will not give it up. So long as I can lead the Liberal party, so long will it do its duty by the nation and by the Empire. . . . Our share of the obligations of nationhood is to relieve Great Britain of the necessity of safeguarding our shores." The Liberal leader also attended a banquet of Commercial Travellers at Montreal on Dec. 23rd.

Tariff Questions and Canadian Manufacturers

The Tariff Commission proposals and Cement duty reductions have been dealt with elsewhere. In the latter matter it may be said that the fears of certain manufacturers were not realized and that, if there were any truth in the unproved Liberal contention as to the duty being reduced to affect the Saskatchewan elections that result, also, did not follow. Tariff affairs were discussed in the Commons on Jan. 23 in connection with the Lumber duties as to which the Canadian Lumbermen's Association at Vancouver on Feb. 6th memorialized the Federal Government to place all lumber, which was further manufactured than rough-sawn, on the dutiable list and to instruct all Canadian Customs officials to exercise increased vigilance. This question finally went into the Courts and, meanwhile, the Government took no action. There was some discussion of the

* NOTE.—Despatch in Manitoba *Free Press* (Lib.), Winnipeg, Oct. 30.

Anti-dumping clause of the 1907 Tariff Act but no change was made in its administration and application to about 40 leading items of industrial importation—on which an additional duty, equal to the difference between the selling price of the article for export and its fair market value for home consumption in the country concerned, was collected. No Tariff changes were announced by Mr. White, Minister of Finance, despite the agitation regarding increased iron and steel duties or a re-establishment of Bounties; though some slight general reductions were made by Order-in-Council during the Summer following precedents set on Nov. 27, 1907, Aug. 11, 1908, Nov. 1, 1909, June 10, 1910, Dec. 31, 1910, and Aug. 11, 1911. The Iron and Steel interests made strong efforts during the year to obtain Government action. Their contentions and the situation generally were summarized by *The News* of Toronto on Feb. 12th as follows:

> We know that simultaneously with the prospect of tariff reduction in the United States the American iron and steel industry has experienced a decided reverse. Many mills across the border have been closed or are running on short time, throwing thousands of men out of employment. Incidentally this era of depression has rendered the Canadian anti-dumping regulations largely inoperative, so that a great deal of American-made pig-iron has been imported into this country at slaughter prices. The result has been serious for the Canadian manufacturers. One furnace is closed down at Port Arthur and another at Midland. The lapsing of the Fielding bounties last year has rendered the situation increasingly difficult. Aside from the Bounties the minimum duty on pig-iron amounts to only 10 per cent. of its value, and that on steel billets to only 7 per cent. of their value. The average duty on all goods, free and dutiable, imported into Canada is 16·24 per cent., while the average import tax on dutiable articles is 26·71 per cent. It will thus be seen that the pig-iron and steel billet plants, if left without Bounties, are in a much less advantageous position than other industries.

The industry was certainly a basic one with an investment of $100,000,000, great plants in Nova Scotia, Quebec and Ontario, the employment of 22,000 men and payment of $13,500,000 in wages. On the other hand it was contended that these interests had already received $16,000,000 in Bounties and that, individually, they were prosperous and earning profits in excess of bond interests and fixed charges. A special correspondent of the Winnipeg *Free Press* put the issue from a Liberal Western view-point (June 28) as follows: "Owing to the comparative security afforded by heavy Protection, the steel mills have not made the advances in equipment and machinery necessary to meet the large demand. Large improvements, it is stated, are in contemplation at the Sault and at Sydney, but for a long time at least, the mills will be running at capacity without being able to cope with the demand. In consequence the Western homesteaders who have located by the mapped-out route of a Railway, find themselves isolated for months, and apparently in some cases for years, long after the engines and rolling stock of the system might have been expected to arrive. There are grades, but no rails, and, therefore, no rolling stock." The Saskatchewan Legislature went so far

as to ask for the entire removal of the duty on steel rails. Mr. J. H. Plummer, President of the Dominion Steel Corporation, put the issue as follows at the annual meeting on June 12th:

> I do not intend to enter into a discussion of the details of the Tariff respecting iron and steel. It is full of anomalies. It holds out with one hand inducements to enter into the manufacture of certain lines only to take away by exemptions a large part of the market with the other. It protects raw or semi-manufactured material, and then it leaves the products in the next stage of manufacture to face free competition with the world. It affords reasonable protection on many of the smaller sizes of rolled steel, but leaves the heavier size where the tonnage is large and the market of most importance, with an inadequate duty. It will, I think, be found that we are now bringing in 1,000,000 tons yearly at a cost of about $25,000,000. It is not easy to say how much of this represents wages to workmen, but of the actual cost of iron and steel about 80 per cent. goes for labour, and it is a moderate estimate to say that $16,000,000 to $18,000,000 is thus paid to foreign workmen for these products, alone, which should go into the pockets of our own people."

Other interests demanded more Protection. The Pulp and Paper manufacturers, backed up with much public support, wanted a prohibitive export duty on pulpwood. The Woollen manufacturers of Ontario and Quebec were largely represented at Ottawa in December and impressed upon the Government the need of greater protection for the woollen, flannel and clothing manufacturers of Canada. They also entered an early protest against any proposal to increase the British preference. The tin-plate industry also asked for a protective duty to meet Welsh competition. Meanwhile the Grain Growers Associations of the West, representing an alleged membership of 30,000 farmers, protested against all and sundry duties and fought for an increase in the British preference and for Reciprocity with the United States. The *Grain Growers' Guide* of Winnipeg put up an able and continuous advocacy of freer trade. On July 31st it undertook to controvert the Toronto *News* in its presentation of Protectionist principles and elaborated a series of questions as follows:

> 1. State definitely any two considerable industries that would be ruined by gradual tariff reduction resulting in absolute free trade in five years.
>
> 2. Do you admit that the protective tariff allows the manufacturers to charge higher prices than they could get under free trade?
>
> 3. If your contention be true that free trade would prevent the development of manufacturing industries in Western Canada how do you account for the growth of manufacturing in the Western States in the face of unrestricted competition from the great industrial organizations of the Eastern States?
>
> 4. If Reciprocity with the United States would lead to annexation, as you claim, would not the same result follow if the Americans voluntarily abolished their own tariff on Canadian goods?
>
> 5. Where is the ever-growing surplus of Western wheat to find a market? Canada cannot consume it and the British market is already taking all it can absorb. Why should we search the world for a market when it lies right at our door?

The reply of *The News* (Aug. 21) written by F. D. L. Smith mentioned (1) the Binder twine and Woollen industries as ruined, in the first case, and seriously injured, in the second, by tariff reduction. As to the next point free trade should give lower prices to the consumer theoretically but, practically, "Canada is next door to a highly-protected country which has developed monopolistic trusts ready to throttle Canadian industries and then squeeze Canadian consumers." In the matter of relative industrial conditions in Western Canada and the Western States the answer was that "for a very long period Western American manufacturers have had the double protection of a tariff maintained at a very high level and of high freight rates upon Eastern and foreign manufactures. Moreover, the Western States have been long enough settled to develop a considerable labouring population. . . . If the tariff were removed Manitoba, Saskatchewan, Alberta and British Columbia would be given over to exploitation by the oppressive United States trusts which would kill domestic industries by flooding our markets with the surplus products of their huge specialized American plants and then charge the Western settlers 'all the traffic would bear.'"

As to the Annexation question the phraseology was said to be crude. The issue was simply one of tendencies and influences—gradual, sometimes almost imperceptible, but steadily away from the Empire and toward the Republic. The question as to markets was answered thus: "How can it fairly be said that the United States is a market for Canadian wheat when it exported 70,000,000 bushels in 1910? Of this 70,000,000 bushels sent abroad from the Republic that year, 45,000,000 bushels went in the form of flour. With the American tariff removed our wheat would merely be milled at St. Paul and Minneapolis for foreign consumption. . . . In 1910 Great Britain took from all countries for consumption 220,727,934 bushels of wheat including wheat in the form of flour. Of this British statistics show that Canada furnished only 37,382,806 bushels. Under a preference the Dominion and British India could almost monopolize the Old Country market." The *Guide* replied on Sept. 11th. The Toronto *Globe* of Sept. 5 spoke of the movement for cheaper food and used these words: "If the tariff on foodstuffs is removed in the United States, and Canada, and Germany, and France, and Belgium, and Austria, how long will the producers of foodstuffs stand for high tariff on the manufactured goods they require?"

The Canadian Manufacturers Association and its organ, *Industrial Canada,* took the usual active interest in Tariff matters. The April issue of the journal contained an article comparing industrial conditions in Hamilton and Birmingham with a conclusion which alleged better homes, more sanitary conditions, fewer women workers and higher wages to exist in the Canadian city *plus* a cost of living—outside of rent—only a trifle higher in Hamilton. The annual meeting of the Toronto Branch of the Association on July 11th was notable for an address from its retiring President, G. Frank Beer, which contained some valuable reflections upon Labour development, the rela-

tions of East and West in Canada, the increasing Land Values, Transportation facilities, Municipal conditions and Protective duties. He advocated a special tax on unearned land values and a partial exemption of improvements from taxation. The following reference to fiscal matters was widely discussed:

> The one event of outstanding importance since our last annual meeting was the Federal Election which resulted in the downfall of the Government upon the issue of Reciprocity. It would be useless to attempt to disguise the fact that the West (Alberta and Saskatchewan) is keenly disappointed over its failure to obtain access to the larger markets of the United States, and so long as that feeling of disappointment prevails, it cannot be said that Reciprocity is dead. Nor can we afford to close our eyes to the fact that the Provinces mentioned feel aggrieved with us in the East for the part we played in thwarting their desire. No amount of specious argument or flag-waving will allay that feeling or satisfy the West that it has not been robbed. Wider markets it must have, but when the benefit of the whole of Canada resulting from industrial occupations is appreciated, as no doubt it shortly will be by those in the West engaged in agricultural pursuits, I do not believe there will be found any division of interest in our working together for a common end, namely, an all-round industrial and agricultural development.

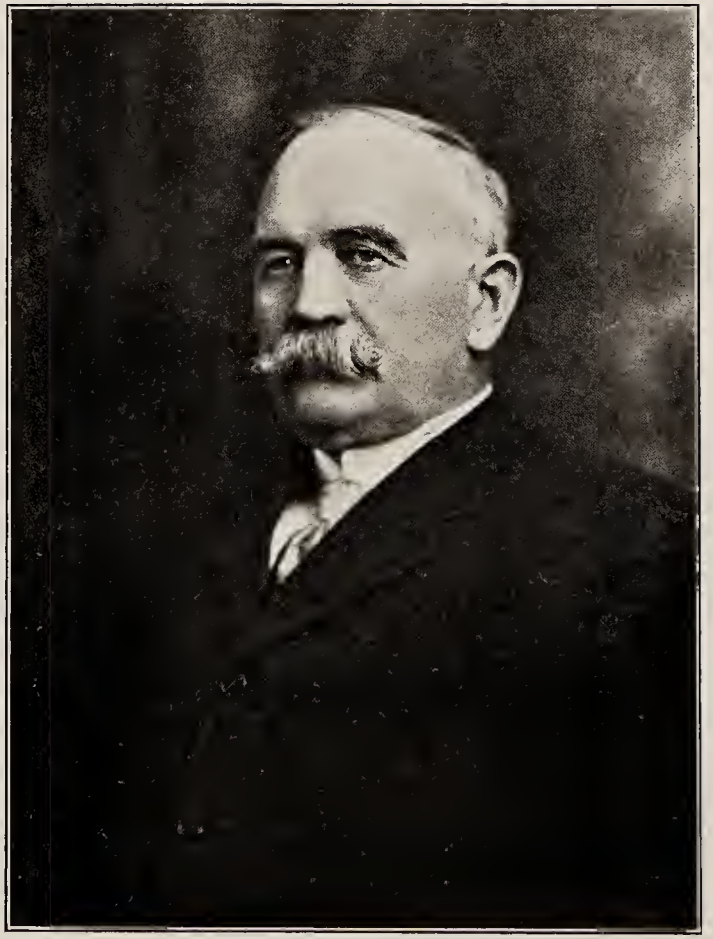
The annual meeting of the Canadian Manufacturers Association was held in Ottawa on Sept. 24, 25, 26, with the President—Nathaniel Curry of Montreal—in the chair. In his address he reviewed the development of manufacturing and trade; declared the duty of Canada in Defence to be immediate and substantial help to Great Britain —rendered from a "sense of gratitude and a sense of self-respect"; urged a better administration of the Immigration Act so as to let the able-bodied, honest workman in—even if not in possession of $25.00; approved the policy of paying compensation for all accidents to employees in a definite, sure and prompt manner; deprecated Reciprocity, dealt with existing higher prices for Canadian over United States wheat and declared the great need of Canada to be "not wider markets but an equipment and a service that will enable us to better supply the needs of the home market"—transportation and more transportation; urged better storage facilities and an effort to transport Western grain by Canadian channels.

In Reports from various Committees the membership of the body was reported as 2,754 compared with 2,725 in 1911; the necessity of more skilled labour was urged; the tendency in Y.M.C.A. Boards to patronize United States manufactures as a result of their American affiliations was deprecated; the Ontario Assessment Act in the matter of business taxes was described as "unjust, inequitable and thoroughly unsatisfactory" and its abolition urged; the draft scheme of classification of industries and proposed schedule for an Ontario Workmen's Compensation Act were submitted; an elaborate study of freight rates classification and varied problems of transit was presented; reference was made to the $18,000 Fund which had been hastily raised to help in the Regina disaster.

Resolutions were passed (1) in favour of a Conference in Winni-

Colonel Wm. Campbell Macdonald.

Secretary of the Confederation Life Association; elected President Actuarial Society of America, 1912.



The Hon. Nathaniel Curry.

Elected President of the Canadian Manufacturers Association, 1912. Appointed Senator of Canada, 1912.

peg of agricultural, financial, transportation, manufacturing and labour interests "to the end that plans may be discussed and preparations made for mitigating so far as possible the difficulties that annually arise in connection with the harvesting of the Western crop"; (2) urging uniformity in Provincial laws affecting manufacturing and commercial business throughout the Dominion; (3) denouncing the "excessive Insurance charges on steamships using the Lake and St. Lawrence route" and urging the Dominion to try and secure lower rates from the Insurance Companies or else "to assist in the establishment of an Insurance Company to provide satisfactory insurance." The following officers were then elected:

President	R. S. Gourlay	Toronto.
1st Vice-President	C. B. Gordon	Montreal.
Vice-President for Ontario	J. W. Woods	Ottawa.
Vice-President for Quebec	D. J. Fraser	St. Johns.
Vice-President for Manitoba	J. H. Parkhill	Winnipeg.
Vice-President for British Columbia	A. C. Flumerfelt	Vancouver.
Vice-President for New Brunswick and Prince Edward Island	S. E. Elkin	Charlottetown.
Vice-President for Nova Scotia	J. P. Edwards	Londonderry.
Vice-President for Alberta and Saskatchewan	Wm. Georgeson	Calgary.
Treasurer	George Booth	Toronto.
Géneral Secretary	G. M. Murray	Toronto.

CHAIRMEN OF STANDING COMMITTEES.

Tariff	W. C. Phillips.	Workmen's Compensation	P. W. Ellis.
Technical Education	J. S. McKinnon.		
Parliamentary	Thos. Findlay.	Commercial Intelligence	J. F. M. Stewart.
Transportation	S. R. Parsons.		

At the annual Banquet on Sept. 26 Mr. R. L. Borden, Prime Minister, urged the Association to build up a great industrial development in Western Canada and paid elaborate tribute to the greatness of Canada's resources and future. Sir Wilfrid Laurier stated that it had been the effort and duty of his late Government to try and "adjust the differences which may exist between the manufacturer and consumer" and urged that there should be "no tinkering of the Tariff but tabulated and periodical revisions." The Hon. W. T. White supported and urged a policy of moderate Protection for Canada but declared the great question of the day to be transportation. Under the Tariff there were two obligations upon the manufacturer—one to supply the consumer with keen competition and the other to meet the needs of the home market. The Hon. J. D. Hazen told the manufacturers and shippers to bring to the Government a scheme of Marine Insurance to meet the excessive charges of Lloyd's and it would be considered. An interesting passage at arms took place between the Canadian Manufacturers Association and the Manitoba Grain Growers at this time. On the 25th the *Grain Growers' Guide* sent a lettergram to President Curry, which, after some slight discussion in the Convention, was replied to on the following day. The two despatches were as follows:

Grain Growers' Guide.

The Western Grain Growers are anxious to know if the Manufacturers' Association is willing to join hands with them in an effort to bind Canada closer to the Motherland, by urging the Government to reduce the tariff on British imports to one-half that charged on American imports with a view of complete free trade with the Motherland in ten years. The Grain Growers feel that this would be a tangible form of showing their patriotism and would develop a much greater trade with the Motherland and thus strengthen the ties of Empire, and show the world that Canada's loyalty to the Motherland is deep and abiding and not merely words. It would also show the world that Canada stands behind the Motherland to uphold the traditions of the Anglo-Saxon race and keep the Union Jack in the proud position it has held for a thousand years. Such an action would also be undoubted proof that Canada has no desire for political union with the United States. Would you kindly ascertain if the Manufacturers present are willing to join hands with the Grain-Growers in this great Imperial scheme.

Canadian Manufacturers Association.

The Association acknowledges receipt of the message from the *Grain Growers' Guide* with two questions. First, Canada's loyalty to the Motherland; second, the question of a larger preference on British goods. Our Association believes that all Canadians, regardless of their calling, are doing what they can to promote the feeling of loyalty and closer union between all parts of the British Empire. The attitude of the Canadian Manufacturers' Association on the British Preference has been set forth in Resolutions adopted after long and careful consideration of the varied interests involved. It believes that no adequate consideration of such a sweeping proposal as that embodied in your telegram, received only this morning in the closing hours of the Convention, is possible. If any organization or organizations representative of all the great producing interests of both the middle and the farther West desire a conference on any matter looking to the advancement of Canada as a whole, or as an integral part of the British Empire, this Association will gladly co-operate.

Political Incidents and Miscellaneous Affairs of the Year

Many and varied questions were discussed during the year of more or less importance but only those having permanent interest can be dealt with here. The representation of the Maritime Provinces in Parliament was a perennial subject which each succeeding Census revived and made more important. It was estimated early in the year that under the 1910 figures of population Nova Scotia and New Brunswick would each lose two seats and Prince Edward Island one seat at the next redistribution of representation—about 11 per cent. for the Province first mentioned, 16 per cent. for the second and 25 per cent. for the little Island. Under such conditions the Maritime Provinces would have only 12 per cent. of the representation of the Dominion. The St. John *Standard* (Jan. 4) declared that "this thing is becoming serious—so serious that it must be stopped." In Ontario there would also be a reduction and there the Toronto *News* urged on Oct. 2 that under existing conditions 1,500,000 city voters were virtually disfranchised with an obvious discrimination against the Cities and industrial centres. Instead of five Members, Toronto, for instance, should have 12 or 14 and Montreal proportionately; Calgary two Members, Winnipeg five or six, Vancouver four, Ottawa three and Hamilton three. The Win-

nipeg *Free Press* urged the proportional representation idea as a solution of the difficulty of minority under-representation.

Amongst the Liberal leaders in 1912 those who shared in Sir Wilfrid Laurier's tour were in evidence as to public matters while Mr. Graham won his seat in South Renfrew under spectacular conditions. Mr. W. L. Mackenzie King made various speeches. At Toronto (Feb. 9) he declared that the time had come for Canadians to have a share in the Consular and Diplomatic services of the Empire. He thought that the Universities should train men to pass the prescribed examinations for entrance to the Service and that the Canadian Government should confer with the British Government for the purpose of securing the privilege for those Canadians who should qualify themselves. He was at Newmarket on the 10th and addressed the 20th Century Club at Lynn, Mass., on Mch. 27th. There he eulogized "the amazing and far-reaching" result of the British Coal Strike which had paralyzed industry and compelled the British Government to meet the demands of Labour by special legislation. "There has been demonstrated as never before what is meant by the 'solidarity of labour'; as never before it has been seen how in the last analysis labour and nature are the forces which create all wealth; as never before men have learned how those who live on the top of the earth are dependent on those who work beneath it, and how all industry, all trade, all human existence in fact, is made possible by the silent and ceaseless effort of those who toil." At St. John on May 3rd, he was optimistic as to the future and told the *Telegraph* that "as President of the Reform Association of Ontario, I will undertake that the normal Liberal strength of forty seats or more in that Province will be restored in the next Election, whenever that may be. That means, of course, that Sir Wilfrid will be Premier again." He addressed various Ontario party meetings during the year and a number of Canadian Clubs.

The question of dismissals from office for partisan action or conduct was discussed in Parliament and the press and some reference to the matter has been made in connection with the Dominion Government's Administrative record. The Liberal papers stigmatized individual cases as being outrages, scandals, evidences of the spoils system, heartless, shameless, humiliating, etc.; the Conservative press responded with detailed explanations in many cases, with statements as to the appointment of reputable men to investigate charges, with long lists, running up to 700 in number, of dismissals by the Laurier Government when it took office in 1896. The St. John *Standard* (Cons.) dealt elaborately with the matter on Jan. 11th and the following summary is of interest:

> The Laurier rule, as everyone knows, was that offensive partisans must go. Ordinarily an investigation was held; but if a Liberal member of Parliament or defeated candidate wrote a letter charging a man with partisanship that was deemed investigation enough. Now let us survey the Conservative record. First, there have been no dismissals in the Inside Service. Next, as to the Outside Service. In the House of Com-

mons, in the Sergeant-at-Arms' Department, 22 persons have been dismissed and 10 have left of their own accord. In 1896 there were 36 dismissals. In the Railways and Canals Department the Liberals in 1896 made a great sweep on the Intercolonial. Mr. Cochrane is taking the following line: First, there must be an investigation in every case. Three Commissioners have been appointed to investigate charges—Emile Gelly in Quebec, James A. McDonald in Nova Scotia and E. T. C. Knowles in this Province. Secondly if any vacancy is created, it will, if suitable men are available be filled by promotions. The great hubbub has been raised over Public Works. This is an enormous Department, with numerous jobs continually beginning and ending. In 1896, when the expenditure was only $1,300,000 as against over twenty millions which the Department has handled in some recent years, over 50 employees were dismissed. This year a number of persons have been dismissed outside of Ottawa, and a number of foremen, clerks of work, etc., have found their temporary work come to an end. In Ottawa itself 144 men have been dismissed; only 33 out of the 144 were permanent employees. The roll-call of Postmasters has increased greatly since 1896—from about 9,000 to well over 13,000. The dismissals have fallen far below those of 1896.

In the Marine and Fisheries Department the dismissals of 1896 were stated at 250 out of about 2,400 employees and in 1912 as 90 out of about 3,800 employees. Of the most discussed cases, in detail, were those of Lyman C. Smith, Customs Colector at Oshawa; W. A. Dube, District Superintendent on the I.C.R. at Lévis; F. W. Clearwater, Postmaster at Huntsville, Ont., R. M. Graham at Milita, Man., John Park at Orangeville, Ont., A. H. Stratton at Peterborough, John McMurtry at Bowmanville, D. G. Bell at Stayner, Ont., and N. C. Lyster at Lloydminster; A. E. Kenner and H. A. Wise, Customs Officials at Winnipeg; Howard Douglas, Edmonton, Superintendent of Dominion Parks; Wm. Ireland, Customs Collector at Parry Sound, Lemuel Bent at Oxford, N.S., and George Cochrane at Moncton, N.B. Amongst the appointments to investigate special charges in 1912 were those mentioned above in connection with the I.C.R., to whom were added H. P. Duchemin, D. Hazen Adair and C. W. Lane; W. L. Shurtleff, K.C., to look into Eastern Township cases; Victor Allard, K.C., into certain charges against I.C.R. conductors; M. F. Alward into a Trent Affair matter and N. A. Campbell into Prince Edward Island Railway conditions amongst officials; H. N. Chauvin into certain allegations against Public Works mechanical employees; H. P. Hill of Ottawa to investigate charges against Dominion Civil Servants in Ontario.

An interesting incident of the year was the movement emanating from Montreal for the erection of an adequate Memorial of a more than local character and to cost $100,000, in honour of the late Sir George Etienne Cartier, together with a celebration of the Centenary of his birth on Sept. 6, 1914. The Committee in charge was composed of E. W. Villeneuve as President; John Boyd and H. J. Gagne as Hon. Secretaries; Hon. J. A. Ouimet and H. V. Meredith as Hon. Treasurers. Sir Charles Tupper was appointed Patron and support was invited by the Committee from the various Governments, the great institutions, and prominent men of Canada. The matter was explained in an official Appeal to the people as follows: "It has been

decided to erect in the City of Montreal a memorial which will not only perpetuate the memory of Sir George Etienne Cartier, but will also symbolize the greatest achievement of his time—in which he played such a conspicuous part—the Canadian Confederation. A national Convention, in which all the elements of our population, irrespective of race or creed, will be represented, will be a feature of the Celebration. This will be in keeping with the policy of Sir George Etienne Cartier, who was the consistent champion of a united Canada."

Much aid was promised and the Dominion Government led the way with a grant of $20,000. The City of Montreal and Legislature of Quebec followed with $10,000 each; the Legislatures of Ontario and Manitoba each granted $5,000; the Cities of Hamilton and Saskatoon, the Canadian Clubs of Halifax and Montreal, Mr. R. L. Borden, Sir W. Laurier and Sir Lomer Gouin contributed $100 each; Lord Strathcona gave $2,500. Much was said and written about the services of Cartier to the Dominion. Abbé E. Auclair lectured at the Monument National on May 19th as did Sir Adolphe Routhier at Laval University on Apl. 8th; Archbishop Bruchési and Bishop Farthing, Lord George Hamilton and many others wrote endorsing the project; a demonstration in honour of his birthday was held at St. Antoine de Richelieu on July 28 and Committees were formed at many points—notably in Winnipeg and New York—to aid the movement; the London *Times* of Aug. 26th urged support to a fitting Memorial of this Canadian statesman; George W. Hill, A.R.C.A., was on Oct. 1st chosen to be the sculptor in charge.

An aftermath of the 1911 Elections occurred in September when the official figures of the popular vote were published and showed that out of 1,850,000 voters on the Lists of the nine Provinces 1,307,528 exercised the franchise, with 669,567 votes polled for Conservative candidates, 625,096 for Liberal candidates, and 12,865 for Independent, Labour and Socialist candidates. Another outcome of that contest was a controversy carried on chiefly in the editorial columns of the Toronto *Globe* and *The News* as to an account rendered by the Post Office Department at Ottawa to the former journal for $25,754, said to be the amount due for the conveyance of copies of *The Globe* to non-subscribers from Aug. 5th to Sept. 22nd, 1911. The Liberal organ refused point blank to pay this demand for excess postage, on the campaign circulation of the paper during the Elections, for reasons specified on Jan. 9th as (1) the claim that the Department was a common carrier in law and had no right to vary its rates and (2) because the rates charged were prohibitive. The Government contention was that the ordinary rate of a quarter-cent per pound was for newspapers paid for by subscribers and not for papers circulated as a gift to individuals, in furtherance of campaign arguments, and paid for by others than those to whom they were sent. The matter was taken by the Government to the Courts and was still undecided at the close of the year. The attitude of the Toronto *News* was clearly expressed on Jan. 10th:

The *News* got such bills regularly from the Department and had to pay just such rates on special subscriptions as *The Globe* now fiercely resists. The law was interpreted not by a Conservative Government but by Mr. Lemieux, Liberal Postmaster-General. *The News* was very firmly told that it must pay the excess rate on special subscriptions or be refused the use of the mails altogether. Moreover, the Post Office refused to carry copies of *The News* ordered by political candidates or political committees while carrying submissively day after day tens of thousands of extra copies of *The Globe*.

Incidents of the year included a celebration by the Toronto *Globe* staff of the taking possession of enlarged premises and a marking of the 80th birthday of Senator Robert Jaffray, President of the Company, by the presentation of an oil-painting of himself. A letter was read from Sir Wilfrid Laurier describing the Senator's work for his Party and the paper. "This he has done, I know personally, from devotion to Liberal ideas and principles and the gratitude of the whole Party is due to him." R. E. A. Leach, a well-known Liberal worker in the West, was charged during August with having on 11 different occasions made use of a pass on certain Railways while at the same time obtaining his railway expenses from the Interior Department as a Lands Inspector. The case was tried by Judge Paterson at Winnipeg and dismissed on Nov. 2nd. An interesting statement was made at Montreal on Nov. 4th by M. Henri Bertilland, an eminent French visitor, who described Canada's dreams of National and Imperial unity as "merely folly." "Eventually French Canada will be a great republic, including not only the two and a half millions of its people, but also the two millions of co-religionists and co-linguists in the United States. The middle Western Provinces will become States of the American Union, and British Columbia will evolve from a stage of dependency upon British naval protection to be either an Asiatic colony or a petty independent kingdom!"

Orangeism and Nationalism during the Year

The Orange factor is a steady element in the public life of Canada with pretty clearly defined political affiliations. During 1912 it was greatly interested, as an organization, in the Ne Temere Decree and associated problems, or alleged problems. The Ulster movement against Home Rule was a disturbing subject and one upon which Orange mass-meetings at Toronto, Winnipeg and Vancouver expressed strong opinions. The Keewatin school question, also, stirred up strong expressions of opinion. Always and everywhere the Order continued its advocacy of close and closer British connection. Some of the speeches delivered by leaders of this body at their annual meetings were of a rather strenuous nature. R. W. Birch, Grand Master of the Grand Black Chapter of Manitoba, in his address on Mch. 5th declared that "it is with alarm we note that the boundaries of the Province of Quebec are about to be extended northward, taking in a vast and almost unexplored territory into that Province, and shackling it with the most iniquitous and obsolete laws of any Province in our Dominion. It is gratifying to see that the agitation

originating from our sources against the Ne Temere Decree, or the interference of the Roman Catholic Church in matters of marriage, has taken such a firm hold upon the minds of all good citizens, both Roman Catholic and Protestant, that it will force a Federal Government to pass a National marriage law which will forever put an end to this vexed but all-important national question."

This latter matter was the subject of much and varied denunciation. The Grand Master of the Provincial Orange Lodge of Manitoba (T. J. Noble) on Mch. 6th described the Decree as "infamous," approved the submission of the constitutional issue to the Judicial Committee and denounced, in connection with the Keewatin matter, "all forms of sectarian education in any part of the Province." Still more uncompromising was the statement of George White, Grand Master, Nova Scotia, on Mch. 20th: "The Ne Temere Decree is a most iniquitous measure. It has been denounced by all the leading Protestant denominations at their annual gatherings, and the minds of the best element of Canadian citizenship have been aroused against it."

At the annual meeting of the Grand Lodge of Saskatchewan, in Maple Creek on Mch. 30th, Alex. Chilton, Grand Master, denounced Home Rule because (1) it would create a Papal state within the Empire where British law and justice would be superseded by the Canon law of the Church of Rome as was now the case in the Province of Quebec and (2) because the Protestants of Ireland would be deprived of their civil and religious liberties. He described the enforcement of the Ne Temere Decree as "unbearable," demanded a uniform marriage for Canada, approved the Dominion Government's action in the Keewatin school matter and denounced Bi-lingualism in Ontario schools. This last-mentioned matter was described by the Grand Master in Prince Edward Island—Rev. George Orman—on Mch. 12th as "part of a well-planned and skilfully executed scheme to further the interests of a certain race and of a certain Church; and if the British and German-speaking Protestant minority of Canada do not overturn and defeat and destroy that scheme they will richly deserve what fate may have in store for them."

Lieut.-Col. J. H. Scott, Grand Master of the Grand Orange Lodge of British America, announced at Fredericton on May 29th that 89 new Primary Lodges, 7 County Lodges, 18 Royal Scarlet Chapters, 12 Lodges of the Ladies Orange Benevolent Association and 8 Orange Young Briton Lodges had been formed during the year, 1911, with 10,173 new members. He expressed satisfaction at the Ne Temere case reference to the Judicial Committee and vigorously denounced the policy of the Roman Catholic Church in this respect. He also approved the Ontario Government's declaration as to Bi-lingual schools and the Dominion Government's attitude in the Keewatin affair. Most expressive was this comment of the Quebec Grand Master, David Hadden, at Montreal on Mch. 5th: "The great enemy of our social liberty has risen from the dead, and stalks through the land poisoning the minds of our Legislators, denouncing our religious

systems as godless and soulless, working day and night to demoralize our schools, and to destroy the sanctity, peace and harmony of our very homes." At a great demonstration in Kingston on July 12th, 8,000 members of the Order declared their combination of loyalty to Protestantism and the British Empire. A. M. Rankin, M.L.A., said: "For first, the unity, the prosperity of Canada and the liberty of Canadians, and second, for the preservation of the integrity of the British Empire, the Orange Order has done much, and will yet do more. Let every Orangeman live a clean, sober, straightforward life as he is pledged to do; let us all do what we can for the cause of education and pure religion; let us be loyal to Canada, to the Empire, true subjects to the King."

A number of Canadian Orangemen attended the Orange demonstration at Belfast against Home Rule on July 12th and listened to the address of Rt. Hon. F. E. Smith, M.P. Lieut.-Col. J. H. Scott moved the Resolution of loyalty to the Orange Institution. He also attended the 16th Triennial Council at Glasgow on July 17-18 with W. J. Parkhill, Fred. Dane, Col. John Hughes, T. J. Noble, J. J. Tulk, A. H. Gordon and other prominent Orangemen from Canada. Colonel Scott was elected Grand President under the Earl of Erne as Imperial Grand Master, Rev. Canon W. Walsh of Brampton was re-elected Grand Chaplain and Fred. Dane, Toronto, was chosen Grand Secretary; James Willoughby, Winnipeg, Grand Lecturer, and T. J. Noble, Winnipeg, Director of Ceremonies. Winnipeg was selected as the 1915 place of meeting.

One of the subjects frequently referred to in the addresses of the Provincial Grand Masters was the alleged influence of the Ne Temere Decree upon the Elections of 1911. The Rev. Byron H. Thomas of the New Brunswick Grand Lodge declared at St. John on Mch. 21st that the vote was not one of party but was "the outcry of an aroused Protestantism." At the 53rd annual meeting of the Grand Lodge of Ontario East, Kingston, Mch. 20th, Col. John Hughes, Grand Master, protested against Irish Home Rule, declared that English must be the sole language taught in the schools of Ontario, expressed pleasure—as was done at all the other Orange meetings in Canada—at the appointment of the Duke of Connaught and described the country as deeply "agitated and interested" over the Ne Temere matter. Upon the Keewatin and Manitoba school question he made this statement: "The French-Canadian Bishops and their emissaries wished for a Separate School clause for the territory included in the Bill, and brought all the pressure they could possibly do upon the Members of the House and the Government to secure such a result. They did all in their power by intimidation, by threats, and by appeals to race and religion. It was a supreme struggle between Church and State for supremacy. The Government were threatened with defeat but they stuck manfully to their guns."

The Grand Lodge of Alberta, at Lethbridge on Mch. 14th, approved by Resolutions the campaign against Home Rule, condemned the Provincial Government for alleged aid in the teaching of Foreign lan-

guages in the schools and criticized it for allowing Separate Schools to receive a portion of the taxes on joint-stock Companies. A uniform marriage law was demanded as, indeed, it was at all the Grand Lodge meetings of the year. Dr. A. J. Hunter, Grand Master of the Royal Black Knights, Ontario West—London, Mch. 12—criticized Ontario's policy in the Bi-lingual matter: "Dr. Merchant's Report is out. I do not like it. There is room for endless trouble in legislation along the lines of his Report; and still the main object—the making of English the teaching language of our schools, could be evaded. No, my voice is for the entire abolition of French as a teaching language, within a definite time." The Orange Grand Lodge of Ontario West—London, Mch. 13—passed a Resolution declaring that "we protest in the most solemn and emphatic manner against the special privileges which the French are granted by the Regulations of the Education Department in the Province of Ontario, which are being used to drive the English-speaking people out of Ontario, as they were driven out of the Eastern Townships." The new heads of the Order elected in 1912 were as follows:

Grand Lodge, Orange Order.	Grand Master.	Address.
British North America	Lieut.-Col. J. H. Scott	Walkerton.
Ontario West	Fred. Dane	Toronto.
Ontario East	Col. John Hughes	Newcastle.
Saskatchewan	Alex. Chilton	Moosomin.
Alberta	A. C. Scratch	Calgary.
Manitoba	Jas. Willoughby	Winnipeg.
New Brunswick	Rev. B. H. Thomas	Dorchester.
Nova Scotia	A. W. Kelly	Glace Bay.
Prince Edward Island	Rev. George Orman	Vernon River.
British Columbia	E. J. Clark	Vancouver.

Grand Lodge Royal Black Chapter,	Grand Master.	Address.
British North America	Thomas Haw	Toronto.
Ontario West	F. R. Parnell	St. Catharines.
Ontario East	W. H. Sproule	Ottawa.
Manitoba	W. R. McConnell	Winnipeg.
Nova Scotia	R. F. Kerr	Westville.
British Columbia	F. E. Pakenham	Mission City.

Loyal True Blue Association	Wm. I. Cole	Canifton.
Loyal Orange Young Briton Association	Gordon Black	Toronto.
British Columbia Loyal True Blue Association	Rhoda J. Pelkey	Vancouver.

Nationalism in Quebec has been referred to elsewhere in connection with the Navy and Keewatin questions. It cannot be described as an active force in 1912; any influence wielded was the personal force of Henri Bourassa, Armand Lavergne and C. H. Cahan, assisted by the voice of *Le Devoir* and its weekly edition *Le Nationaliste*. On the Keewatin Separate School matter all kinds of sensational efforts were made to check or change the Government policy. Mr. Lavergne spent some time in Ottawa, a mass-meeting was held in Montreal, an immense number of petitions against the measure were circulated and preparations said to have been made for a campaign in every constituency against the Government and, especially, its French Ministers.

After the Manitoba Boundary Bill had passed without any legislation relating to the School question *Le Devoir* (Mch. 13) said:

"The House of Commons has violated Parliament's pledged word and forfeited its duty, consequently we appeal to the Senate, which is the natural guardian of the rights of the minorities. The Senate can be the supreme refuge of justice." In Toronto, Mr. Bourassa told *The World* on Mch. 18th that this policy had "stirred Quebec more deeply than did the Manitoba School question or the Autonomy Bills." If so, the agitation was certainly not on the surface, in the press, or at public meetings. In March, Mr. Bourassa was welcomed in Toronto, addressed several meetings and was cordially treated. Late in November he contributed to *Le Devoir* one of the bitterest denunciations of British life and social conditions and emigration which has ever been penned:*

> **The great cities of England contain the most ignoble, the most degraded, the most irremediably degenerated population that it is possible to see. The Russian moujik, the Calabrian brigand, the Catalonian beggar, all classed by our immigration agents as 'undesirable immigrants' are infinitely superior to the refuse of the slums of London, Liverpool or Glasgow. The former have the traits and vices of primitive beings, still half barbarians, the latter have all the blemishes of the degenerate in whom the sources of regeneration are dried up. . . . We, Nationalists, 'abettors of discord,' have denounced the blind apathy or the stupid fanaticism of our Canadian politicians, who do not hesitate to allow, or even to encourage, this poisoning of our country for the purpose of 'strengthening British institutions' and to assure 'the predominance of the Anglo-Saxon race.'**

Labour Organizations and Problems in 1912

The number of strikes and lockouts in Canada during the year exceeded that of any year since 1901 and totalled 148; the number of employees involved was 40,511, compared with 28,898 in 1911; the loss of time to employees was 1,099,208 working days and the chief trades affected were Building, Metal, Clothing and Transportation; the cause of trouble was, in 65 cases, a demand for higher wages while the wage question was partially involved in 39 disputes, questions of recognition entered into 14 disputes and 28 cases turned entirely or partly on hours of labour; 59 cases were settled through negotiation, one by arbitration and two by conciliation; in 15 cases the strikers were replaced and in 11 other instances work was resumed with some of the places filled by new men; 51 strikes were reported to the Labour Department as settled in favour of employers, 41 in favour of employees and 17 by compromise. The controversies coming under the terms of the Industrial Disputes (Lemieux) Act of 1907 dealt with by Boards of Conciliation and Investigation during the year were as follows:

Applicant for Board.	Number Involved (Direct and Indirect).	Board of Conciliation.	Result.
Maintenance of Way Employees (International) Père Marquette Railway	140	Sir W. G. Falconbridge Wallace Nesbitt, K.C. J. G. O'Donoghue	Unanimous Report and Settlement.
Employees of Michigan Central Railway	3,115	Peter McDonald J. E. Duval J. G. O'Donoghue	Majority and minority Reports.

* NOTE.—Re-published from *Le Devoir* in the Toronto *Telegram* of Dec. 2.

Applicant for Board.	Number Involved (Direct and Indirect).	Board of Conciliation.	Result.
Train Service Employees of the C.N.R.	2,000	R. M. Dennistoum, K.C. L. L. Peltier	Settlement without investigation.
Freight Handlers and Railway Clerks of C.P.R. at Winnipeg	450	Hon. H. A. Robson C. P. Fullerton T. J. Murray	Unanimous Report and Settlement.
Coal Handlers, C.N.R., Port Arthur.	200	Judge McKay G. F. Horrigan Fred. Urry	Majority and minority Reports.
Employees of Ottawa Electric Railway	425	J. M. McDougall Travers Lewis, K.C. P. M. Draper	Unanimous Report and Settlement.
Coal Miners of Inverness Railway and Coal Co.	500	F. McDonald W. E. Thompson J. C. Watters	Unanimous Report and Settlement.
Station and Telegraph Employees, C.P.R.	8,800	Peter McDonald J. E. Duval J. G. O'Donoghue	Majority and minority Reports. Agreement afterwards effected.
Employees, Halifax Electric Tramways Co.	175	Judge Wallace John T. Joy G. S. Campbell	Unanimous Report and Settlement.
Employees, Britannia Mines, British Columbia	300	J. A. Harvey, K.C. Geo. Heatherton W. Ernest Burns	Majority and minority Reports.
Miners of South Porcupine	2,265	P. McDonald H. E. T. Haultain W. C. Thompson	No Report during year.
Employees, Qnebec Railway, Light, Heat & Power Co.	261	Mr. Justice Dorion J. L. Perron, K.C. J. P. H. Simard	Settlement arranged.
Longshoremen and Steamship Companies, Port of Halifax	500	Judge W. B. Wallace G. A. McKenzie A. M. Hoare	Unanimous Report and Settlement.
Employees, Hnll Electric Railway	142	P. McDonald G. D. Kelly G. C. Wright	Unanimous Report and Settlement.
Street Railway Employees, Port Arthur and Fort William	72	G. H. Rapsey W. P. Cooke Fred. Urry	Unanimons Report and Settlement.
Freight Handlers, Clerks, etc., C.P.R.	16,300	Judge D. McGibbon J. E. Duval J. A. McDonald	Majority and minority reports.
Metal Miners of Eastern British Colnmbia	1,540	W. S. B. Webster J. W. Bennett C. R. Hamilton, K.C.	Unsettled at close of year.

Of general Labour conditions during the year it may be said that there was the usually large demand for farm-help and domestic servants; that industrial production was buoyant, wages good and experienced men constantly required in increasing numbers; that building operations were numerous and carpenters, etc., in steady, high-priced employment; that fishery conditions were not very good but lumbering operations very brisk and lumbermen in constant demand; that mining operations everywhere were active, the output large, and miners fairly well satisfied. Despite the increasing immigration skilled workmen were in almost constant demand. As to Labour organizations the first to meet during 1912 was the British Columbia Federation of Labour which gathered at Victoria on Jan. 22-27, with J. W. Wilkinson, Vice-President, in the Chair.

Resolutions were passed asking for the repeal of the Lemieux Act; favouring closer association in the Metal trades; demanding an amendment to the Factory Act to provide safety clutches for ladles used in the Metal trades; demanding the limitation of steam engineers' certificates to competent men, the regulation of the issue of temporary certificates and the issue of certificates only to the actual operator of the engine; asking that persons suffering from disease should not be allowed to prepare food in hotels and restaurants; condemning the employment of Chinese cooks in railway construction camps; approving the free text book system; favouring milk inspection, opposing exemption of church property from taxation and favouring Woman's Suffrage; proposing more frequent pay days and better protection of industrial workers, particularly in mines; favouring equal examinations for electrical as for steam workers; advocating a record of accidents to be kept by local bodies and industrial unionism; urging a Coal Commission for British Columbia and Government control of Telephones; favouring the abolition of money deposits in Elections and new regulations for the use of cables and windlasses around mines.

Four Resolutions dealing with political action or policy were presented and the following substitute or compromise motion was accepted: "Whereas the sense of this Convention being in favour of independent political action, and whereas resolutions have been received urging the endorsation of the doctrine of Socialism, therefore be it resolved that the question of the endorsation of the doctrines of Socialism be submitted to specially-summoned meetings of the affiliated Unions, returns of the vote to be sent to the Secretary-Treasurer of the Federation for compilation." A Resolution was unanimously passed calling upon the Provincial Government to re-enact the Natal Act and others were adopted favouring the Federal Government Annuity scheme; the amendment of the Alien Labour Act; urging separate schools for Asiatics; supporting the Women's Union Label League; asking for a forty-eight hour week for cooks and waiters and better ventilation of printing offices; endorsing the *B. C. Federationist* as the official organ of the Federation and suggesting amendment of the Workmen's Compensation Act.

The 28th Annual Convention of the Trades and Labour Congress of Canada met at Guelph on Sept. 9-14 with J. C. Watters in the chair and addresses at the opening meeting from Hon. W. T. Crothers, Minister of Labour, Hugh Guthrie, M.P., H. C. Schofield, M.L.A., J. T. Smith, Kansas City, U.S., and J. Keir Hardie, M.P., London. The Delegates numbered 252 and the Report of the Executive urged the repeal of the Industrial Disputes Act; denounced talk of war with Germany and urged union with British Labour interests to avert it; described fraternal relations with the United States and the Congress as the official mouthpiece of the International trades union movement in Canada for legislative purposes. The Treasurer showed a balance in hand of $5,479 and additional emphasis was laid upon the international character of the Congress by adding the following

to its Constitution: "No national union or local unions comprising said National union shall be entitled to membership in this Congress when there is in existence an International union of their craft, nor shall any local union attached to a National body separated from their International organization be entitled to delegates in any central body chartered by this Congress."

The appointment of a Fraternal Delegate to the British Trades Union Congress of 1913—after announcement that that organization had appointed Wm. Thorne, M.P., to the 1913 Canadian Congress—was only carried by 134 to 65. The Special Committee on Immigration dealt with Mr. Arthur Hawke's Report as follows: "Should this Report be adopted and acted upon by the Government there would follow an entire reversal of previous emigration policies, and the introduction of manifestly worse conditions in our industrial centres than have yet been known in Canada." This view was accepted by the Convention. In the matter of the dispute between the Machinists and the Grand Trunk Pacific, a Resolution was passed emphatically protesting against any further public aid being given by the Dominion Government to this Corporation until the Company "agrees with its employees to give them terms of employment as favourable as those enjoyed by the employees of other Railway companies operating in the same territory." The Government was also asked to take over and operate sections of this Railway, as soon as completed, under the regulations of the Railway Act. A Resolution in favour of International unions adapting a universal and interchangeable membership card was passed as was one in favour of a law forbidding payment of wages by cheque. The following 8-hour day Resolution was passed without dissent:

Inasmuch as it is the unalterable policy of Trades unionists to reduce the hours of labour, with a corresponding increase in pay; and, whereas, the eight-hour day is now in common practice in all branches of the building trades in all parts of the Dominion of Canada—Therefore be it resolved that this Congress go on record as requesting the enactment of an eight-hour law in the Dominion Parliament to be applicable to all trades, and that all local trades unions and central bodies use their efforts to have the eight-hour day made compulsory in all municipal, provincial, and national contracts.

Fifty other Resolutions dealing with an infinite variety of subjects and, in the main, similar to those of the previous year* were adopted. All or any Government support to the military training of children, as expressed in the Boy Scout or Cadet movements, was condemned; free and uniform school text-books in Quebec were requested and a Bureau of Labour for that Province asked for; the Dominion Government was urged to appoint a Fair-Wage Officer for each Province and "Co-operative Credit Banks" were supported; the Dominion Government was asked to appoint a Royal Commission of Inquiry into the steel industry of Nova Scotia and a general organization campaign for international unionism in the Maritime Provinces was

* NOTE.—See THE CANADIAN ANNUAL REVIEW for 1911.

urged; free speech, free assemblage and a free press were advocated and the idea of Direct Legislation approved; the systematic Government inspection of Railway construction camps and the Government conservation of water powers and coal lands, with eventual public ownership, were advocated; a marriage contract which could be administered by any Justice of the Peace, Magistrate or other Government-appointed official, was urged. The following officers were elected: President, J. C. Watters; Vice-President, F. W. Bancroft, Toronto; Secretary-Treasurer, P. M. Draper, Ottawa. J. T. Bruce, Toronto, was appointed Fraternal Delegate to the American Federation of Labour and P. M. Draper to the British Trades Union Congress.

The Canadian Federation of Labour—an organization opposed to Internationalism in unions—held its 4th Convention at Three Rivers, P.Q., on Sept. 11-13 with John Moffatt, President, in the chair and 39 Delegates in attendance. In an address presented to Mr. Crothers, Minister of Labour, the following statement of the objects of the Federation appeared: "Our aims are thoroughly Canadian, and Canadian ideals are our standard. We desire to see Canadian workingmen happy and prosperous, and with our motto of 'A fair day's pay for a fair day's work,' we inculcate the duty of that true citizenship which will enable us to play an imperial part in the life of the great British Empire." In speaking to the Convention, the Minister sketched the benefits which the legislation of recent years had conferred upon the workers—especially women and children. The right to organize was defended and strikes were regarded in the same light as war, only to be used in the last resort. The payment of just wages was described as a moral obligation resting on employers. It was further pointed out that of 104 cases dealt with under the Industrial Disputes Investigation Act, in only one had the workmen's complaint been proved entirely groundless. Resolutions were passed asking the Quebec Government for certain amendments to the laws relating to Labour accidents and Benevolent Associations; requesting new Dominion rules and regulations regarding the issue of Certificates to Engineers and urging an eight-hour day on all Government works; urging Quebec legislation to extend the law fixing 55 hours per week as the maximum for women and children in cotton factories to all industries in the Province. Mr. Moffatt was re-elected President, Charles G. Pepper of Ottawa was elected Vice-President and G. G. Mercure, Secretary-Treasurer.

The total membership in Canadian trades unions was estimated by the Department of Labour at 133,132 with 119,415 of these on the International roll. These latter organizations in Canada and the United States had a total membership in 1912 of 2,340,865 in 27,418 Unions. Figures compiled by the Canadian Labour Department showed a Union membership in the German Empire of 2,688,144, in the United Kingdom of 2,426,592, in the United States of 2,625,000 —the latter country having some organizations not represented, as above, in Canada. The American Federation of Labour with which

86,542 Canadian unionists were associated had in 1912 a membership of 1,770,145 with receipts in that year (Sept. 30) of $207,373 and expenditures of $277,479.

Incidents of the year in Canada included a speech by J. H. Hawthornthwaite, M.L.A., Socialist, at Vancouver on Feb. 11—*Province* report—in which he said of the Union Jack amid loud cheers: "The moment the majority of the working people—the only useful people—decide that they don't want the old rag, they have the constitutional right to tear it down and make a mock of it—to wash some of the blood stains out of it"; the refusal of the Toronto District Trades and Labour Council (Mch. 7) to even consider a motion in favour of opening meetings with the Lord's Prayer; the situation created in Manitoba by the completion of the Midland Railway and the agreement by which the Great Northern and Pacific Railways operated, with their own United States officials and crews, through trains into Winnipeg and as a result of which vigorous protests were made—notably by the Winnipeg *Telegram* of May 3rd—on behalf of Canadian workmen who were not allowed similar privileges in crossing the United States border. A riot occurred at Port Arthur on July 29th in connection with the Dockers' strike when three constables and two strikers were seriously injured; the Provincial Workmen's Association of Nova Scotia with S. B. McNeil as President added 500 members to its ranks in 1912—increasing the total to 5,000; Sir George Askwith, the distinguished English authority on Conciliation and Labour disputes, was sent to Canada in September by the British Government to inquire into the operation of the Industrial Disputes Act and spent several days in conference with the Minister and officials of the Labour Department while Mr. Mackenzie King who had much to do with the creation and earlier enforcement of the Act went to London by invitation to discuss the matter with the authorities there.

The I. W. W., or Industrial Workers of the World, an American organization of avowed Anarchistic aims, acquired some footing in Edmonton during the year and caused a strike on the City's works. In connection with this organization, working chiefly along the C.N.R. and G.T.P. Lines in British Columbia and said to number 7,000, the Minister of Labour refused in July to grant a Conciliation and Arbitration Board under the Industrial Disputes Act without the joint consent of the employees and employers concerned. The addresses by Mr. Keir Hardie at the Guelph Labour Convention and Canadian Club, before the University Y.M.C.A. of Toronto and the Toronto Trades Council on Oct. 17, and at Montreal on the 18th, were notable, as affording strong incitements to Socialism and opposition to constructive Empire unity. His remarks at Montreal included the statement that "the King of England will never be blown up by a bomb; he is too insignificant for notice," while in reply to a question as to his approval of Suffragette violence to the point of bloodshed he said: "To any extent that the situation renders necessary. The Russian people rose in revolution and the whole world applauded them. Why should not the women rise in revolution for the very thing that the

men wanted in Russia—the vote?" At Newcastle, England, on Dec. 21, after his return, the same speaker defended vigorously the workman's "right to get drunk" even to the point of organizing a strike to maintain and enforce that right.

The International labour question was prominent, as usual, in Canada. In the *Canadian Courier* of Oct. 5 it was stated by a contributor that Canadian funds supplied for United States strikes were improperly applied, or used long after the particular strike had been settled, and that in the past ten years Canadian workmen had paid over $8,000,000 to International unions in funds which were absolutely under the control of United States citizens. "Had Canadian workmen retained in their own hands for the last fifteen years the money they have sent to International unions, they could have paid the full benefit promised during every case in which they were on strike or locked out, and they would have had at this moment probably $10,000,000 in their funds."

A reply to this was given in the Toronto *Star* which denied the statement in general terms and instanced three small local strikes as proving the contrary, mentioned the expenditure of $1,000,000 by the United Mine Workers in the famous Sydney strike, and referred to the Street Railway troubles in Toronto. "The contribution of the Street Railway men in Toronto to the International strike fund is $1.08 a year, 9 cents a month. At that rate, paying into a treasury on sectional lines, it would take them 46 years to prepare for a 10-weeks strike in Toronto and pay $5.00 a week—the present strike-pay." As indicating the cosmopolitan character of this movement, it may be added that President Gompers of the American Federation of Labour, speaking at Rochester, N.Y. (Nov. 20) with British and Canadian delegates present, said: "If the time should ever come that a great international war is precipitated, we, with our fellow trades unionists in other countries, will refuse to supply the munitions of war."

The Increased and Increasing Cost of Living

This most vital of all problems was of constant interest, complexity and perplexity to the Canadian people in 1912. The causes were many and varied and some were local while others were world-wide in origin and effect. The luxurious habits of the people and the more expensive tastes of the masses as well as the classes; the dress extravagance of women and the steady decline of simplicity in life and customs; the rapid disappearance of market gardens in the neighbourhood of Cities; the ever-growing cost of labour in business, industry and domestic affairs; the decrease in Canadian production of Cattle from 7,547,582 in 1908 to 6,983,700 in 1912, of Hogs from 3,369,858 to 2,656,400 and of Sheep from 2,831,404 to 2,360,600; the general increase of population and the desertion of the farms and crowding of young people into the Cities; the consequent wholesale change of producers into consumers; the occasional effect of combines and mergers in raising prices; the real estate speculation, increasing land values and growing rental charges with excessive

freight rates; the burdensome municipal taxes on food or restrictions in the way of getting the products of the farm to the City home and the exactions of middlemen in products such as milk; the over-capitalization of companies and continued watering of stocks. There were other inter-acting causes or conditions such as the increasing world supply of gold—from 50 millions in 1880 to 469 millions in 1912.

Of the fact itself, there could be no doubt. The Ottawa Labour Department described the average percentage of increase during 1912 over 1911, in 255 commodities, as 6 per cent. and gave as chief factors the crop conditions of 1911, the severe winter which followed and the continued industrial expansion. This increase applied to the whole Dominion; certainly in localities such as Montreal and Toronto the rate was much higher. The average rental for a six-roomed workman's house in Toronto was $18 or $20 in 1911 and at the close of 1912 it was $23 to $26; coal at many points was much higher in 1912—$1.00 a ton increase in some cases; Saskatchewan farm help which averaged $264 per annum in 1907 and $296 in 1911 was $314 in 1912; the average monthly wage for domestics in Saskatchewan grew similarly from $12.50 to $15.00 and then $17.50; in Toronto Montreal and Winnipeg the wages of domestics rose by $5.00 in the year; in Montreal rents rose steadily during the year for both homes and offices.

According to statistics compiled by the Toronto *Globe* for Apl. 26, 1911 and 1912, respectively, the local price of wheat had gone up 20 per cent., of flour 17 per cent., of American corn 57 per cent., of butter 25 per cent., of potatoes 82 per cent., of cattle, calves, sheep and lambs from 20 to 24 per cent., of hogs 33 per cent., of hams (medium) 14 per cent., and of breakfast bacon (wholesale) 20 per cent. A carefully-prepared Toronto budget for a family of five members showed, apparently, that the lowest decent scale of living required an income of $931 a year. This averaged $17.90 per week and the estimate was prepared by a Committee of Street Railway employees and published in *The Star* of July 2. In Winnipeg, on Aug. 27, H. C. Whellams, an expert market gardener of Kildonan, submitted to a Committee and published the following differences in prices offered to the grower of certain vegetables and the prices which were asked from the consumer (Aug. 16 and 27):

Product.	Price Offered to Grower.	Price Asked from Consumer.
Potatoes	45 cents per bushel	$1.25 per bushel.
Cabbage	1 cent a lb	10 to 15 cents each.
Beets	½ cent a lb	6 lbs. for 25 cents.
Carrots	1 cent a lb	6 lbs. for 25 cents.
Peas	2 cents a lb	10 cents a lb.

At a meeting in Toronto of the Tanners Section of the Board of Trade (Oct. 1) a Resolution was adopted declaring that "in view of the unabated strength, in fact the record price, of hides and skins in America and throughout the world, from which no relief is in sight, and in consideration of the great and world-wide shortage of cattle and hides—the decrease in range cattle alone being in proportion to the population about 34 per cent.—this meeting deems it absolutely

necessary and vital to the tanning industry that a further advance on all lines of leather of 10 per cent. to 15 per cent. be obtained." In a statement compiled by the Winnipeg *Free Press* (Oct. 21) as to conditions in that City, it was stated that between September, 1911, and the same month in 1912, rents had risen from $20.00 to $30.00 and the price of coal by 50 cents a ton.

Speaking in Toronto on Nov. 7, Mr. R. H. Coats of the *Labour Gazette* illustrated the rise in prices and described some of the reasons. For instance, "tea is going up in price on account of the steady increase in the world's consumption of tea—partly due to the fact that the United States has only lately become a tea-drinking country. Wool is steadily rising in price while silk is going down. This is sometimes accounted for by the decrease in the use of ribbons. The manufacture of automobiles is responsible for a number of dearer commodities on account of the leather used for cushions and the rubber for tires. Unfortunately this burden, as in many other cases, falls heaviest on the workingman for the prices of heavy shoes are rising more rapidly than those for fine ones. But, in one direction, motoring has reduced prices; the enormous use of gasoline enabling Oil Companies to take more profit from it and less from coal-oil, with the result that the latter is cheaper than formerly." As to the general situation the United States Labour Bureau compiled during 1912 a survey of retail prices, etc., in that country. Combining the chief figures of that Report with the United States Census statement as to manufactures, the *Monetary Times* of Oct. 12 obtained a result very applicable to Canada where conditions were in many points similar:

	1899.	1909.
Wage Earners	4,712,763	6,615,046
Wages	$2,008,361,000	$3,427,038,000
Average Wages	$426.15	$518.07
Increase in Wages	.....	21·57%
Amount added to value of raw materials by manufacture	$4,831,076,000	$8,530,261,000
Average of each wage earner	$1,025.10	$1,289.32
Increase	.....	25·77%
Relative cost of food	100·8	137·2%
Increase	.....	36·11%
Increase in cost of food, relative to wages	.....	11·96%

In Toronto, on Nov. 13 a Committee of the Board of Trade received the Report of a special Sub-Committee appointed to deal with this problem. It was composed of J. E. Atkinson of *The Star*, Arthur Hewitt, Joseph Oliver, D. Spence, J. B. Laidlaw, Hon. E. J. Davis and Prof. M. A. Mackenzie of Toronto University and the document proved of great interest. The obvious facts were first stated "that there has been a world-wide increase in the cost of living, that Canada has to a great extent experienced this tendency, and that it costs much more to live in Toronto than in the smaller centres of Ontario." The causes assigned for this condition were (1) the great and continued increase in the production of gold, (2) the enormous sums expended every year by the great nations of the world in preparation for war, (3) the universal tendency to migrate toward the Cities. A

clause followed which was strongly disputed by Protectionists and much discussed:

> One cause operating in Canada, as a whole, which permits the prices of foodstuffs to be higher in Canadian cities than in London, is the tax levied on imports of food from abroad and paid, of course, by the Canadian consumer. This tax was intended to protect the Canadian farmer in times of Canadian scarcity and to be inoperative in times of Canadian plenty, but the development of the packing and canning industries, coupled with the growth of cold-storage facilities, has made it possible to-day for a group of men to entirely control the prices at which our farmers must sell certain products—nearly all the possible buyers being in the group—and also to maintain the price at which the consumer must buy the same products up to the level of the foreign price *plus* freight, *plus* duty. It was never intended that a tax imposed to protect the farmers should be used by dealers to corner domestic produce. If Argentine beef, New Zealand mutton, and Australian butter, for example, had free access to Canada, no one could doubt that the prices of these commodities would at once drop to about the London level, and it is pretty certain that the Canadian producer would, on the average, get at least as much as he is getting now.

Causes local to Toronto, but as a matter of fact largely influential in Montreal, also, were (1) the apparent disappearance of competition in the collection and distribution of leading food products—with milk as an instance; (2) the existence of too many small retail dealers and consequently ineffective and costly distribution of minor products and articles; (3) poor shipping facilities for bringing produce into the City and (4) the absence of market facilities where food supplies might be obtained at a minimum cost; (5) the very high rents due, in large measure, to the system of taxation. The following table accompanied the Report to show the average increase in 11 years:

Year.	Grain and Fodder.	Animals and Meats.	Dairy Products.	Fish.	Other Foods.
1900.....	100	100	100	100	100
1901.....	107	108	94	107	102
1902.....	116	119	98	104	102
1903.....	107	115	100	110	102
1904.....	116	108	98	113	105
1905.....	117	117	106	109	104
1906.....	119	127	111	115	107
1907.....	140	130	123	123	116
1908.....	148	126	127	114	114
1909.....	150	145	125	128	111
1910.....	137	160	129	135	114
1911.....	145	143	127	137	125

Suggestions were made looking to better roads and more radial Railways, to local option for municipalities in the levying of taxes upon land rather than upon improvements, to the establishment of a public wharf by the Dominion Government and to the organization of a good parcels-post system. The Report was vigorously attacked by R. D. Fairbairn at a meeting of the Board on Nov. 27 and the Tariff was vigorously defended: "English food prices have increased one per cent. in ten years; in Canada the increase has been seven per cent. For the same period wages in England showed a decrease of one per cent.; in Canada they have increased 17½ per cent."

A small incident, but one which aroused much discussion, was the appearance, in a barrel of Ontario apples which reached Winnipeg in October and cost the purchaser $5.25, of this statement from the farmer who grew the fruit: "I got 70 cents for this barrel of apples. What did you pay for it?" To the *Telegram* of Nov. 19, in this connection, a Winnipeg resident stated that he had received a similar barrel from Ontario as a present and had paid freightage and delivery charges of $1.81. This, with 70 cents for initial cost, would leave a margin of one-half or $2.74 profit per barrel for someone! Local grocers, however, claimed that they paid $4.15 for such barrels. The net result of inquiries carried on in both Toronto and Winnipeg seemed to show that the apples could be laid down in the Western city at about $3.00. According to reports from St. John, N.B., there was a strong demand for local market facilities in order to cheapen food while Edmonton, Alta., claimed that the local possession of such market conveniences did have that result. Toward the close of the year Canadian Cottons, Ltd., of Montreal raised the price of shirtings, flannelettes, etc., by 5 to 7 per cent. and the Dominion Wadding Co. also advanced prices.

The comments upon these conditions were many and varied. If the high prices hurt the consumer they did to some extent benefit the farmer and the Regina *Standard* of Mch. 13 said of Western conditions: "Land ten years ago was worth from three to five dollars an acre; to-day thirty to sixty dollars an acre is the price which the farmer gets for his land, and there is always a good demand for it. Horses ten years ago brought $80 to $100 each, while to-day for farm horses we pay as high as $1,000 a team and the average is from $500 to $600 a pair. Wheat, which formerly sold for 30 cents and 40 cents a bushel, demands a dollar now, and as a general thing finds a ready market." The Hon. George E. Foster claimed, in Toronto on Mch. 8, that "the consumer pays too much for his commodities. He pays sometimes three times more than the producer obtains for his wares." Mr. Hugh Blain, President of the Dominion Wholesale Grocers' Guild, told that body in Convention at Toronto (Feb. 13) that "to some extent, at least, the enormous sums of money spent annually in advertising food products and putting them up in expensive packages, are paid for by the consumer, and this adds to the cost of living." Many papers, east and west, urged the farmer to devote himself to the greater production of animals and animal food and A. T. Drummond of Toronto made on Sept. 28 these very practical suggestions:

1. The Cities should provide within their limits, electric lines, or trackage facilities for such lines, to enable the inter-urban roads to reach central points where civic markets would be established to which the farmers could come to sell and the citizens to buy.

2. The larger cities should establish more than one of such markets and provide surface or tube lines to each from the city limits, or track facilities for such lines, the same tracks being also used for every day passenger traffic of the inter-urban roads using them.

3. The market buildings should be of such character that the specially constructed cars of the inter-urban companies could carry the

farmer and his produce directly into the market building, where the city should, at a nominal figure, furnish the necessary facilities.

Ald. Blumenthal of Montreal, at a mass-meeting there on Oct. 23, declared the chief local trouble to be Cold-storage facilities and alleged that "there is enough food in the Cold-storage houses and refrigerating plants of Montreal to feed the whole population of Canada for six months to come." C. S. Hotchkiss, Publicity Commissioner of Alberta, studied the situation in the United States and stated that there and in Canada, also, the great need was intensive farming—"farming with brains and not merely mining the soil." Patrick Burns, the great Alberta Cattle-dealer, told the Winnipeg press on Nov. 23rd that "when the possibilities of mixed farming are realized by the Canadian farmers, and, being realized, are put into practice, then such problems as the high cost of living, the scarcity of beef, mutton, pork, poultry, butter and eggs, the difficulties of transportation and other allied questions, will be solved or, in any case, the conditions will be ameliorated."

Meanwhile other countries were also going through this experience. Prices of food in England had risen 20 per cent. in thirty years while they were growing in Canada and the United States from 40 to 50 per cent.—according to Prof. M. A. Mackenzie of Toronto. In New Zealand a Royal Commission reported during 1912 conditions and reasons for the local increase in cost of living (20 per cent. in food and clothing and a doubling of wages to domestic servants) not dissimilar to those of the Toronto Board of Trade. In Great Britain the London *Economist* estimated the Index number of Jan. 1, 1912, at 2,586 and on Dec. 1 at 2,721; between 1905 and 1912, according to official figures,* the cost of oatmeal increased 21 per cent., cheese 25 per cent., bread 4 per cent., flour 9 per cent., bacon 22 per cent., butter 14 per cent., eggs 16 per cent., pork 5 and potatoes 19 per cent.; at the same time various American and Canadian food products exported were lower in Great Britain than they were to the consumer in the States or Canada.

In Germany the prices of meat, flour and potatoes reached the highest figures in half a century; in South Africa severe complaints were heard—especially as to Railways which in Rhodesia were charged with taking $5.00 out of every $25.00 worth of groceries. As to United States prices, the Bureau of Labour Report, after ten years of investigation, stated that since 1902 potatoes had advanced 111·9 per cent.; smoked bacon 96·7; pork chops 86; corn meal 63·7; ham 61·3; steak 59·5; lard 55·3; butter 33·9 and milk 32·9 per cent. About the same time a New York Committee of which Hon. C. J. Huson, State Commissioner of Agriculture, was Chairman, reported the estimated cost of food supplies for that City, at the Railway Terminals, to be $350,000,000 and the price in the consumers' kitchens to be $500,000,000. A well-known expert—B. F. Yoakum—in this connection published the following figures in the *World's Work* of November:

* NOTE.—Board of Trade statement, Commons, Feb. 12, 1913.

DISTRIBUTION OF COST OF AMERICAN FARM PRODUCTS IN 1911.

	Amount.	Per Cent.
Received by the Producers or Farmers.....	$6,000,000,000	46·1
Received by the Railroads.....	495,000,000	3·8
Legitimate expenses of Selling.....	1,200,000,000	9·2
Waste in Selling.....	1,560,000,000	12·0
Dealers' and Retailers' Profits.....	3,745,000,000	28·9
Total paid by the Public.....	$13,000,000,000	100·0

Record and Condition of the Militia in 1912

The Militia was the subject of much discussion during the year and the new Minister of Militia and Defence (Colonel Hughes) proved a most versatile and energetic leader of the volunteer spirit in the community. A strong supporter of the Cadet Corps and Boy Scout movements, a believer in the Strathcona Trust ideal of military training or drill in the schools, he did everything possible to encourage these developments. In the Commons on Mch. 19th, the Minister stated in reply to some criticism of the vote for annual drill that: "If I had taken the estimates of my predecessor in office the amount this year would have been, not $1,730,000 but $2,200,000. I reduced that by the sum of $470,000. However, it is only fair to explain that the Infantry corps for this year train for 12 days. The Cavalry, Artillery, Engineers and all other corps train for 16 days and there is a large increase in the sum required under that heading. The flat rate of 50 cents a day has been increased to 75 cents a day and the opportunity is given the soldier to earn efficiency pay and perform other service—thus increasing the sum to $1 per day. One dollar a day will be the maximum. In that is also included a sum for transporting and maintaining Cadet Corps in camp, and to provide for the training of 40,000 Cadets in camp, for four days' additional pay for the Cavalry, Artillery and Infantry and, in addition to that, for drilling the City Corps."

In this connection Colonel Hughes gave a concise statement of his view as to Militia appointments: "Outside of promotions of high officials, I have no hesitation in saying that as between two men, one qualified and the other unqualified, the qualified man being a Liberal and the unqualified one being a Tory, the Liberal will get the job. But, other things being equal, both being qualified, the Tory will get the job." Speaking at a Military dinner in Barrie on Jan. 27th he dealt at length with the training of the young. "Give me," he said, "one million men who can hit a target at 500 yards and we would not have a foe who could invade our country." Training should be begun in childhood, and at 12 years of age the boys should be where the soldiers are to-day in the matter of drill, and at 15 they should be able to hit a target as well as a man. "In five years from now," he said, "I want to have some hundreds of thousands of our youths trained to shoot and march."

On Feb. 3rd it was announced that new regulations which came into force on Jan. 1st would change the whole system of Militia pay and allowances. The pay of the men on the non-permanent forces was increased from 50 cents a day to 75 cents a day. The schedule of

efficiency pay was done away with and became a flat rate of 75 cents a day, and 85 cents a day for those serving two years in succession, with an efficiency allowance of 15 cents a day. The increase to non-commissioned officers was on the same relative basis. The pay of the men in the Permanent Corps was improved and changed from a daily pay to an annual salary. The pay of non-commissioned officers of the higher rank was so arranged that when they received promotion, they would not be reduced in pay. At this time also Colonel Hughes presented to each member of Parliament two memoranda explaining (1) the value of Cadet Corps training and (2) the general cost of Crime in relation to drink, and the influence of military training in checking its growth.

He gave the total cost of liquors, tobaccos and the administration of justice in Canada as $127,413,257 or $18.20 per head expended upon specific demoralizing influences; the cost of Militia and Defence which he described as one of the chief up-building influences was only $1.58 per head for 1912-13. In Great Britain the cost of Defence per head was given as $6.75, in France $6.16, in Germany $4.68, in the United States $4.72. "The Canadian militia upbuilds manhood, defends homes and loved ones, supplies teachers and instructors all over Canada for Cadet Corps, Boy Scouts, Physical Training, training of School Teachers, Schools of Military Instruction and at times for Police; upbuilds youth—mentally, morally, physically; instils the spirit of obedience, discipline, patriotism, veneration and love for principle; preserves the spirit of liberty and independence; and keeps the old Flag flying to the breeze and trains the boy to be an asset of the nation."

The annual Report of the Militia Council for the year ending Mar. 31, 1912, stated that the general scheme of mobilization was assuming definite shape; that the peace strength of the Militia was still relatively low as compared with its war establishment and without organized reserve upon which to draw; that as to war outfit there were various stores which could not be obtained at short notice and which for want of funds were not now available; that the work of the Intelligence Department, and especially of the Corps of Guides, was progressive; that 17 officers of the Permanent Force attended instructional courses in England during the year; that there were at date 506 gazetted Cadet Companies and Squadrons in Canada, organized into 266 Corps, with a total membership of 20,240 which was steadily growing in numbers; that the authorized establishment of the Militia in 1911 was 60,181 officers and men and the number trained 44,710; that the total Militia expenditure had been $2,503,639 in 1902-3, $5,593,518 in 1905-6, $5,921,314 in 1909-10, and $7,579,884 in 1911-12.

Major-General W. D. Otter, C.B., C.V.O., reported, as Inspector-General, that the Royal Schools of Instruction were not properly fulfilling their purpose in the education of officers and non-commissioned officers; that few Canadian-born enlistments took place in the Permanent Corps—the majority being the immigrants from Great

Britain with experience—and that the Corps was 372 officers and men under strength; that shortness in the Infantry units at Camps of Instruction was due in part to the smallness of pay and the high standard required in musketry but more to the general prosperity than anything else; that the shortage of officers and lack of qualification were still more deplorable; that the Western Cavalry units continued to be superior in several respects to those of the East and that the Field Artillery was still "the most efficient Arm" of Canada's Militia; that of the City Infantry Corps he would class 15 as good, 21 as fair, and 5 as either indifferent or disorganized; that in Rural Infantry Corps he would class 8 as good, 29 as fair, 18 as indifferent and 3 as disorganized; that Armouries for Rural Corps were amongst the chief needs of the Militia. The Annual Report for the succeeding period (issued Jan. 15, 1913) was the last in which Major-General Otter reported as Inspector-General and he summarized in detail the condition of the troops with, however, no great change in opinion since the preceding Report. In the Schools of Instruction he found again "lack of instructional equipment and quarters"; the difficulties in the Permanent Corps such as reduced strength in establishment and various defects in *personnel* only time and money would meet; the training of the Militia had been better than in 1911 but no adequate preparation had yet been made for mobilization. His conclusions were rather pessimistic as to the lack of public support for the Militia. The officers and men in training at the 1912 Camps were 48,140 and the total Establishment 66,014. The Cadet Companies numbered 759 and the Cadets 30,300. The condition of divisions in training was stated as follows:

Classification.	Cavalry.	Artillery.	Infantry.	
			City Corps.	Rural Corps.
Good	13	7	20	8
Fair	18	12	16	32
Indifferent	2	9	4	8
Disorganized	2	4	3	8
Being organized	3	4	2	nil.

The Militia estimates were announced on Mch. 15 as $8,334,450 for 1912-13 with an authorized establishment of 63,362 officers and men. Following a discussion in the Commons on the 19th in which Messrs. Verville, Carvell and other Liberals denounced Militarism and the increasing expenditures upon Defence, the Toronto *Globe* of the 21st said: "The danger is more serious now than formerly. The genius of Liberalism is against excessive expenditures on the display features, the gold lace and glitter, of the Militia Department. Even more emphatically is it opposed to the inculcation of the mischievous ideas of military glory in the minds of Canadian youth. No one objects to physical drill and moral discipline. But these are only incidental." In reply to these strictures the Minister in speaking at the National Club, Toronto, on the 22nd, reiterated his intention to get all the money he could for the training of Cadets, the encouragement of rifle-shooting, the building of Armouries, and the placing of the Militia of Canada on an efficient basis. As to the rest: "The man

who talks of a volunteer system of Militia as militarism is either a humbug or he does not know what he is talking about. Militarism is the antithesis of an efficient Militia system." He expressed a liking for the Swiss system of Municipal contribution to the maintenance of the Militia.

During the latter Parliamentary Session of 1912, the Minister introduced his measure granting $100 each to all survivors of those who were ordered to the front in the Fenian Raid periods of 1866 and 1870. The number of beneficiaries was estimated at 8,000. Pleas were made for inclusion of widows and also for R.N.W.M.P. veterans of 1885 but the Government did not see its way to accept the suggestions. The Camps of Instruction held during the Summer were marked by a continued shortage of men and officers alike. *The Globe* described the Niagara Camp, for instance (May 30) as follows: "Out of two Infantry brigades of City regiments, the peace establishment of which total about 4,000 officers and men, only 1,250 of all ranks marched into camp on the Militia common. It was stated that the members of the City Corps themselves have been willing enough and even keen to go to their first Camp, but the employers have regarded the matter from their standpoint and have not seen fit to grant leave of absence." All the Brigades did not suffer so badly, however, though in rural regiments the regulation limiting recruitment to County boundaries proved a difficulty.

In this connection Colonel Hughes' strong opinions as to Canteens in the Camps was enforced in every way possible though there was more or less opposition to it in different quarters. Sir Henry Pellatt voiced this view in the Toronto *World* of June 7: "Temperance advocates are doing a thousand times more harm in stopping canteens than any good they hoped to accomplish. The control of the conduct and drinking of the men is now entirely out of the hands of the proper authorities. When the canteen system was properly enforced, we never had any excessive drinking. . . . Now what has happened at Niagara—every bar in the place is filled. The fellows are drinking whiskey and are bringing whiskey in bottles into the Camp—something never known before. The drinking is now to a great extent out of our control and they are not drinking the light drinks which are harmless." The Divisional Officers commanding and Brigade Commanders were as follows:

I. Divisional Area and Headquarters.	Officer Commanding.
1st: London	Colonel W. E. Hodgins.
2nd: Toronto	Major-General F. L. Lessard, C.B.
3rd: Kingston	Colonel T. Benson.
4th: Montreal	Colonel S. J. A. Denison, C.M.G.
5th: Quebec	Lieut.-Col. J. P. Landry, A.D.C.
6th: Halifax	Major-General C. W. Drury, C.B.

II. Brigade and Headquarters.		Commanders.
1st Infantry	London	Lieut.-Col. R. Mackenzie.
2nd Infantry	Guelph	Lieut.-Col. A. Weir.
4th Infantry	Hamilton	Colonel W. A Logie
5th Infantry	Niagara Falls	Lieut.-Col. A. T. Thompson.
6th Infantry	Toronto	Col. Sir Henry M. Pellatt, C.V.O.
7th Infantry	Kingston	Lieut.-Col. R. E. Kent
8th Infantry	Ottawa	Lieut.-Col. S. M. Rogers.

II. Brigade and Headquarters.		Commanders.
9th Infantry	Clarke	Lieut.-Col. J. Hughes.
10th Infantry	Toronto	Lieut.-Col. A. G. Henderson.
11th Infantry	Montreal	Lieut.-Col. J. P. A. des Trois Maisons.
12th Infantry	Montreal	Lieut.-Col. A. E. D. Labelle.
13th Infantry	Quebec	Lieut.-Col. G. E. A. Jones.
14th Infantry	Toronto	Lieut.-Col. W. Wallace.
15th Infantry	Quebec	Lieut.-Col. E. F. Wurtele.
16th Infantry	Sussex	Lieut.-Col. J. D. B. F. Mackenzie.
17th Infantry	Aldershot	Lieut.-Col. A. F. McRae.
18th Infantry	Halifax	Lieut.-Col. G. A. LeCain.
19th Infantry	Quebec	Lieut.-Col. L. N. Laurin.
20th Infantry	Winnipeg	Lieut.-Col. H. N. Ruttan.
1st Cavalry	Toronto	Lieut.-Col. W. Hamilton Merritt.
2nd Cavalry	Kingston	Lieut.-Col. R. Brown.
3rd Cavalry	Quebec	Lieut.-Col. E. B. Worthington.
4th Cavalry	Sherbrooke	Lieut.-Col. C. A. Smart.
5th Cavalry	Calgary	Lieut.-Col. Robert Belcher, C.M.G.
6th Cavalry	Virden	Lieut.-Col. E. A. C. Hosmer.
7th Cavalry	Regina	Lieut.-Col. R. J. Gwynne
1st Artillery	Guelph	Lieut.-Col. A. B. Petrie.
2nd Artillery	Toronto	Lieut.-Col. J. H. Mitchell.
3rd Artillery	Sydney	Lieut.-Col. B. A. Ingraham.
4th Artillery	Woodstock	Lieut.-Col. A. G. Peake.
6th Artillery	Montreal	Lieut.-Col. J. J. Creelman.
7th Artillery	Sherbrooke	Lieut.-Col. J. J. Penhale.
8th Artillery	Ottawa	Lieut.-Col. E. W. B. Morrison, D.S.O.
9th Artillery	Gananoque	Lieut.-Col. E. W. Rathbun.
10th Artillery	Cobourg	Lieut.-Col. N. F. MacNachtan.
11th Artillery	Halifax	Lieut.-Col. J. A. C. Mowbray, C.V.O.

There were some important changes in the Militia during the year. Major-General W. D. Otter, C.B., C.V.O., Inspector-General, retired (Dec. 1) after nearly 50 years of service in peace and war during 30 years of which he had been, perhaps, the most commanding figure in the Militia of Canada. Of him, the *Military Gazette* said on Dec. 10: "A master of detail and the regulations; a good tactician; a strict disciplinarian; an upright and conscientious man whose motto was 'duty'; at times severe, but always anxious to improve the condition of his men; the Canadian Militia loses in Major-General Otter a type of officer whose place it will be difficult to fill." His successor was Major-General W. H. Cotton who was also an officer of much experience. A new development was the appointment by the Minister of a number of prominent Railway employers of labour who were, or should be, interested in the Militia and of men distinguished in a national sense, to the rank of Honorary Colonel.

The appointments in 1912 included Sir T. G. Shaughnessy, Sir Wm. Mackenzie, Sir D. D. Mann, the Hon. Frank Cochrane, D. McNicoll, E. J. Chamberlin, W. Wainwright, Hon. Clifford Sifton, Hon. Adam Beck, J. L. Hughes, Dr. A. H. MacKay, D. R. Wilkie, J. A. M. Aikins, M.P., and Chief Justice C. P. Davidson. The first seven of these gentlemen, with Colonel Sir H. M. Pellatt, were appointed as a Railway Committee in connection with the Militia; Messrs. Sifton and Beck were appointed a Remount Committee. The Rev. Canon Dauth, Rev. Dr. J. W. MacMillan, Rev. Dr. R. Johnson, Rev. Dr. N. Burwash, Ven. Dr. H. J. Cody, Rev. E. H. Capp and J. A. Macdonell were appointed to the rank of Honorary Lieut.-Colonel and, with Messrs. Hughes, MacKay and Aikins, were appointed a Cadet Committee. On June 25, Brigadiers-General W. H. Cotton,

C. W. Drury, C.B., and D. A. Macdonald, I.S.O., were promoted to the rank of Major-General as were Major-General (British) C. J. Mackenzie and Temporary Major-General W. D. Otter. On Dec. 1st Brig.-General F. L. Lessard was similarly promoted. During the year, also, Colonel Sir H. M. Pellatt retired from the command of the Queen's Own Rifles, Toronto, which he had held for 11 years with a record of 36 years continuous service in the Militia. He succeeded Col. W. C. Macdonald in Command of the 6th Infantry Brigade. Lieut.-Col. M. S. Mercer succeeded him in command of the Regiment. The chief appointments of the year were as follows:

I. HEADQUARTERS STAFF—APPOINTMENTS AND EXTENSIONS.

Assistant Paymaster-General	Lieut.-Col. W. R. Ward.
Chief Inspector of Arms and Ammunition	Lieut.-Col. Charles Greville-Harston.
Director of Military Training	Major W. B. Anderson.
Inspector of Engineers	Lieut.-Col. George S. Maunsell.
Director of Artillery	Major H. M. Elliot.
Inspector of Cavalry	Lieut.-Col. V. A. S. Williams.
Inspector of Cavalry	Lieut.-Col. C. M. Nelles.
Inspector-General	Major-General W H. Cotton.
Quartermaster-General	Major-Gen. D. A. Macdonald, C.M.G., I.S.O.
Director of Military Training	Lieut-Col. J. Lyons Biggar
Adjutant-General	Brigadier-Gen. F. L. Lessard, C.B.

II. APPOINTED TO COMMAND OF REGIMENTS.

Regiment.		Appointment.	Retiring Officer.
19th Alberta Dragoons	Lt.-Col.	F. C. Jamieson	Lt.-Col. R. Belcher, C.M.G.
16th Light Horse	Lt.-Col.	R. A. Carman	Lt.-Col. R. J. Gwynne.
1st Prince of Wales Fusiliers	Lt.-Col.	John Carson	(Re-organized.)
49th Hastings Rifles	Lt.-Col.	J. W. Arnott	Lt.-Col. A. H. Smith.
27th Light Horse	Lt.-Col.	G. S. Tuxford	(New.)
2nd Queen's Own Rifles	Lt.-Col.	M. S. Mercer	Col. Sir H. M. Pellatt, C.V.O.
2nd British Columbia Horse	Lt.-Col.	Charles L. Flick	(New.)
46th Durham Regiment	Lt.-Col.	J. A. V. Preston	Lt.-Col. P. J. Rowe.
96th Lake Superior Regiment	Lt.-Col.	J. A. Little	Lt.-Col. C. N. Laurie.
Lord Strathcona's Horse	Lt.-Col.	A. C. Macdonell	Lt.-Col. S. B. Steele, C.B.
1st Halifax Regiment	Lt.-Col.	J. A. Marshall	Lt.-Col. H. Flowers.
64th Chateauguay and Beauharnois	Lt.-Col.	A. M. Labelle	(Re-organized.)
38th Dufferin Rifles	Lt.-Col.	F. A. Howard	Lt.-Col. E. C. Ashton.
65th Carabiniers "Mont-Royal"	Lt.-Col.	J. T. Ostell	Lt.-Col. A. E. D. Labelle.
8th Princess Louise's Hussars	Lt.-Col.	J. A. McDougall	Lt.-Col. F. V. Wedderburn.
21st Essex Fusiliers	Lt.-Col.	E. S. Wigle	Lt.-Col. F. H. Laing.
25th Regiment	Lt.-Col.	Wm. James Green	Lt.-Col. J. S. Robertson.
32nd Bruce Regiment	Lt.-Col.	W. J. Douglass	Lt.-Col. H. Clark.
8th Royal Rifles	Lt.-Col.	D. Watson	Lt.-Col. W. H. Davidson.
43rd Duke of Cornwall's Own Rifles	Lt.-Col.	H. J. Dewar	Lt.-Col. D. W. Cameron.
11th Hussars	Lt.-Col.	W. J. Ewing	Lt.-Col. W. R. Stevens.
24th Kent Regiment	Lt.-Col.	J. W. McLaren	Lt.-Col. J. S. Black.
3rd Prince of Wales' Canadian Dragoons	Lt.-Col.	C. H. Rogers	Lt.-Col. G. H. Syer.
25th Brant Dragoons	Lt.-Col.	M. F. Muir	Lt.-Col. A. J. Wilkes.
7th Hussars	Lt.-Col.	L. Gilbert	Lt.-Col. W. H. Murray.
86th Three Rivers	Lt.-Col.	L. P. Mercier	Lt.-Col. J. A. Tessier.
85th Regiment	Lt.-Col.	M. LaRochelle	Lt.-Col. T. Pagnuelo.
91st Canadian Highlanders	Lt.-Col.	J. I. McLaren	Lt.-Col. W. H. Bruce.
106th Regiment	Lt.-Col.	Daniel McLean	(New.)
54th Carabiniers de Sherbrooke	Lt.-Col.	Victor E. Rioux	Lt.-Col. J. P. Pelletier.
49th Hastings Rifles	Lt.-Col.	W. G. Ketcheson	Lt.-Col. J. W. Arnott.
22nd Oxford Rifles	Lt.-Col.	W. T. McMullen	Lt.-Col. John White.
63rd Halifax Rifles	Lt.-Col.	I. W. Vidito	Lt.-Col. C. W. Gunning.
88th Victoria Fusiliers	Lt.-Col.	J. A. Hall	(New.)
35th Simcoe Foresters	Lt.-Col.	F. Sneath	Lt.-Col. G. W. Bruce.
Royal Canadian Dragoons	Lt.-Col.	C. M. Nelles	Col. V. A. S. Williams, A.D.C.
Royal Canadian Regiment	Lt.-Col.	A. O. Fages	Col. S. J. A. Denison, C.M.G.
32nd Manitoba Horse	Lt.-Col.	Herbert I. Stevenson	(Re-organized.)
83rd Joliette Regiment	Lt.-Col.	C. T. de la Naudière	Lt.-Col. C. J. J. L. Desaulniers.

Regiment.	Appointment.	Retiring Officer.
3rd Victoria Rifles	Lt.-Col. W. W. Burland	Lt.-Col. F. W. Fisher.
100th Winnipeg Grenadiers	Lt.-Col. J. B. Mitchell	Lt.-Col. H. N. Ruttan.
3rd New Brunswick Regiment	Lt.-Col. B. R. Armstrong	Lt.-Col. J. B. M. Baxter.
102 Rocky Mountain Rangers	Lt.-Col. J. R. Vicars	Lt.-Col. W. J. H. Holmes.

III. EXTENSION OF TERM IN REGIMENTAL COMMANDS.

45th Victoria Regiment	Lt.-Col. R. H. Sylvester.
61st Regiment de Montmagny	Lt.-Col. L. T. Bacon.
89th Temiscouata and Rimouski	Lt.-Col. C. A. Chauveau.
93rd Cumberland Regiment	Lt.-Col. E. A. Potter.
18th Franc-Tireurs du Saguenay	Lt.-Col. J. E. Savard.
10th Royal Grenadiers	Lt.-Col. A. E. Gooderham.
29th Waterloo Regiment	Lt.-Col. A. J. Oliver.
42nd Lanark and Renfrew Regiment	Lt.-Col. J. M. Balderson.
94th Victoria Regiment "Argyll Highlanders"	Lt.-Col. J. D. McRae.
9th Mississauga Horse	Lt.-Col. W. C. V. Chadwick.

IV. MISCELLANEOUS APPOINTMENTS.

Board of Visitors, Royal Military College	Chairman	Lt.-Col E. F. Wurtele.
Active Militia	Rank of Hon. Colonel	Lt.-Col. E. A. Whitehead.
Standing Small Arms Committee	Chairman	Lt.-Col. C. Greville-Harston.
Lord Strathcona's Horse (Royal Canadians)	Lieut.-Colonel	Major P. E. Thacker.
2nd Regiment, British Columbia Horse	Hon. Lieut.-Colonel	Sir Richard McBride.
7th Regiment Fusiliers	Hon. Lieut.-Colonel	Lt.-Col. J. W. Little.
76th Colchester and Hants Rifles	Hon. Lieut.-Colonel	John Stanfield, M.P.
Canadian Permanent Army Service Corps	Rank of Colonel	Lt.-Col. J. Lyons Biggar.
104th Regiment	Hon. Colonel	Lt.-Gen. J. W. Laurie, C.B.
43rd Duke of Cornwall's Own Rifles	Hon. Lieut.-Colonel	Lt.-Col. A. P. Sherwood, C.M.G.
Retired List	Hon. Colonel	Lt.-Col. P. W. Worsley.
Permanent Force	Lieut.-Colonel	J. P. Landry.
22nd Oxford Rifles	Hon. Lieut.-Colonel	Lt.-Col. John White.
2nd Queen's Own Rifles	Hon. Lieut.-Colonel	Col. Sir H. M. Pellatt, C.V.O.
Active Militia	Rank of Colonel	Lt.-Col. J. A. Fages.
Active Militia	Rank of Colonel	Lt.-Col. F. M. Gaudet.
Active Militia	Rank of Colonel	Lt.-Col. C. E. English.
Active Militia	Rank of Colonel	Lt.-Col. V. A. S. Williams, A.D.C.
101st Edmonton Fusiliers	Hon. Lieut.-Colonel	Major B. J. Saunders.
Royal Canadian Engineers	Hon. Colonel	Field Marshal Viscount Kitchener.
6th Duke of Connaught's Own Rifles	Hon. Lieut.-Colonel	A. D. McRae.
63rd Halifax Rifles	Hon. Colonel	Right Hon. R. L. Borden, P.C.
26th Middlesex Light Infantry	Hon. Lieut.-Colonel	A. E. Somerville.
101st Edmonton Fusiliers	Hon. Colonel	Major T. C. Lazier.
10th Royal Grenadiers	Brevet Lieut.-Colonel	Major H. Brock.
Militia	Hon. Lieut.-Colonel	John Allan.
Militia	Hon. Lieut.-Colonel	Walter Clarke.
Militia	Hon. Lieut.-Colonel	Arthur Henry Griesbach.

Of the organizations which acted as feeders, or supplied elements of support, to the Militia a very growing one in 1912 was the Cadet movement. It was aided in every possible way by Colonel Hughes, Minister of Militia, who in the Memorandum already quoted declared that "for the production of the highest types of citizenship, it is essential to have physical and military training placed within the reach of every lad in Canada." The Minister's intention was to train 40,000 Cadets in the different Camps—with a drilling separate from that of the men—and the notable points in the experiment were Niagara where 2,000 boys spent five days under canvas in careful drill and exercise; the Saskatchewan Camp near Grenfell, the 1,000 Cadets of Alberta who trained near Calgary, the Camp at Kentville, N.S.

A regrettable feature in some cases was the lack of interest shown by clergymen and teachers although free transportation was offered them to Niagara and other points if they would visit and encourage the boys.

An Imperial incident of the year in this respect was the gathering of 2,000 Cadets from various parts of the Empire and all parts of Canada at the National Exhibition in Toronto during August. The Commandant was Major-General Cotton, the Staff Adjutant in charge Capt. R. K. Barker. Mr. W. K. George, a Director of the Exhibition, looked after matters in general. H.R.H. the Duke of Connaught reviewed and addressed the boys on Aug. 27 and they spent some days in competing for the Cadet Challenge Shield donated by H. M. the King. It was won on Sept. 5 by the Nova Scotia Cadets with 147 points, against 138 for England, 132 for British Columbia, 131 for New Zealand, 106 for Manitoba, 95 for Woodstock, 92 for Australia and 79 for Alberta. New Zealand captured the Earl Grey Shield for the best drilled Corps, the Empire Club trophy for marching and manual and the Daughters of the Empire prize for general appearance. England won the Lord Roberts' medal for individual shooting. After leaving Toronto, the Imperial Cadet visitors were given a trip to the West by arrangement between the Exhibition and the C.P.R.

Another incident of the same kind was the visit of the Vancouver Cadet Corps to Australia, under command of Capt. R. N. Davy, as the guests of the Young Australian League. They sailed on July 10 with a ringing message from Sir C. Hibbert Tupper stating that "we stand ready to serve the King, if his people be attacked under the Southern Cross, just as we were when the call came to Australia and Canada to protect the interests of the Empire in Africa." In aid of the trip the Dominion Government granted $3,000, Vancouver contributed $4,000, the Cadets raised about $6,000 and Sir Wm. Mackenzie gave $2,000. They had a splendid time in Australia and New Zealand and returned home at the close of the year. There was a presentation of flags to the Seminary Cadets of Laval University, Quebec, by the Minister of Militia on May 9th; the issue of Militia Orders in July granted a yearly allowance in place of uniforms to the Cadets; the special employment at Ottawa of Lieut.-Colonel R. J. Gwynne from Dec. 2nd was announced in order to organize and administer the Cadet Corps of Canada. At the close the year Quebec Province had the most Cadet Corps in Canada—282 as against 218 in Ontario.

The Boy Scouts continued to grow in numbers during the year with, it was said, a membership in Great Britain of 120,000 and in the Overseas Dominions of 32,000—the central object being to make the growing generation into men of energy and character, to inculcate in the minds of the boys, resourcefulness, discipline, self-reliance, unselfishness, activity, and to develop Chivalry, Loyalty and Patriotism. All Militarism was denied but, as patriots, the boys were taught that a citizen should be prepared "to take his fair share among his fellows in the defence of his Homeland against aggression." H.R.H.

the Governor-General was Chief Scout in Canada and Colonel A. P. Sherwood, C.M.G., of Ottawa, Dominion President. In Ontario the movement made marked progress during 1912 under a Provincial Council with Mr. W. K. George as President and Capt. R. S. Wilson as Commissioner. The membership was 6,936 and the number of Districts 119. At an Ontario Scout-Masters' Conference (Feb. 26) Mr. George anticipated 10,000 members by the end of the year.

In Vancouver, on Mch. 13, during a flying visit to British Columbia, the founder of the movement, Sir R. S. S. Baden-Powell, met the local leaders in the work and reviewed an enthusiastic body of boys. In March the King's Challenge Flag for presentation to the troop in Canada, consisting of not less than 24 lads and possessing the largest percentage of King's Scouts, was awarded to the Winnipeg Troop. The flag was to be held for one year and the Troop would be known during that year as the King's Troop of Canada. This Flag was one of seven which were given with the object of promoting loyalty among the lads belonging to the Boy Scout's organization throughout the Empire. A King's Scout was a boy who had to be a first-class scout and pathfinder and to pass three of the following efficiency tests: Ambulance, bugler, cyclist, marksman, seaman, signaller. On Empire Day a message was received by the General Council at Ottawa from the British Council declaring that "the great brotherhood of Scouts to which we all belong is foremost in its loyalty to the King and in fostering the great Imperial ideals." At the Toronto Exhibition on Aug. 28th, H.R.H. the Governor-General reviewed 2,800 Boy Scouts of the Ontario organization and told them they belonged to "a new and, I believe, one of the best organizations we have ever had. You are taught all that is noble, manly and Christian." In Regina on Sept. 29, a Provincial Scout-masters Association was formed with Rev. Dr. Salton of Moose Jaw as President and a Provincial Council was also organized with Judge Brown of Regina as President and G. J. Johnson, Secretary. In British Columbia, Rev. T. R. Heneage, Provincial Secretary, made a tour of the Interior organizing and strengthening the troops everywhere.

Another institution of this nature was the Boy's Brigade which had originated in England (1882) where it now included 2,300 Companies and 115,000 officers and boys and thence had spread to many countries and to Canada where its Hon. Organizing Secretary was Capt. F. V. Longstaff, Victoria. The Companies reported for 1911 were 20 with about 700 members and the following objects: "The advancement of Christ's Kingdom among Boys, and the promotion of habits of Obedience, Reverence, Discipline, Self-respect and all that tends towards a true Christian manliness. Military organization and Drill shall be used as a means of securing the interest of the Boys, banding them together in the work of the Brigade, and promoting among them such habits as the Brigade is designed to form."

Canada's Team at Bisley in 1912 was commanded by Lieut.-Col. J. W. de Courcy O'Grady of Winnipeg. No outstanding success is to be recorded though the cash prizes totalled £465 and Corporal G.

Mortimer of Quebec was awarded the Association Prize and was said to have won a world's record on July 13 in the King's Norton competition for a 1st Prize of $150—a score of 73 in 15 shots at 1,200 yards. An Imperial Challenge Shield had also been competed for by 164 Teams of Cadets from Britain, South Africa, Australia, New Zealand, East Africa and Canada. The six Canadian Teams won a little money but no important prizes. Before the Bisley meet there was the usual discussion in Parliament at Ottawa (Feb. 26) as to the Ross rifle and the low position in shooting. The Minister of Militia declared that if the National Rifle Association did not admit the Rifle the Canadian Team would not go; eventually the matter was arranged.

An important Military incident of the year was the celebration of the Centenary of the death of Brock at Queenston on Oct. 13, 1812. At Brockville, Col. Hughes on Aug. 19 unveiled a bronze bust of General Brock presented to the City by the Daughters of the Empire; at Victoria, B.C., the Battle of Queenston Heights was commemorated at a banquet—addressed by the Hon. H. E. Young, Minister of Education, and others on Nov. 23rd; at Queenston Heights, under the auspices of a Toronto Committee headed by Lieut.-Col. G. Sterling Ryerson, a demonstration of 1,000 people was held on Oct. 12 and the Brock Monument decorated, with addresses by Colonel G. T. Denison and others; on Oct. 13 (Sunday) special services were held in many centres throughout Ontario, Salutes were fired at the Military stations throughout Canada and, at St. Paul's Cathedral, London, on Oct. 14, a special service was held by the Dean of St. Paul's and addresses afterwards given by Lord Strathcona, Mr. Harcourt, Colonial Secretary and the Hon. George E. Foster. In this connection, it may be added, the Bathurst papers, presented to the Archives at Ottawa, showed that the Duke of Wellington wrote from Paris on Nov. 4, 1814, offering Earl Bathurst to take command at Quebec in April, 1815, should the war continue.

On Nov. 2nd the Royal Grenadiers of Toronto celebrated its 50th anniversary with a great banquet in the Armouries presided over by its Commander, Lieut.-Col. A. E. Gooderham, with 1,500 guests present. Amongst the speakers were Sir John Gibson, Lieut.-Governor, and the surviving Commanders of the Regiment—Lieut.-Colonels G. A. Shaw, H. J. Grasett, John Bruce, G. A. Stimson and Colonel James Mason. Other incidents of the year included the course of Military lectures arranged at the University of Toronto by the Canadian Defence League—some by officers specially lent by the Imperial War Office for such purposes; the celebration by the 3rd Victoria Rifles, Montreal, on Jan. 10 of its 50th anniversary with a banquet attended by 500 guests, presided over by Lieut.-Colonel Frank W. Fisher, addressed by a number of prominent men and with the following surviving Commanders present—Lieut.-Colonels H. A. Whitehead, J. M. Crawford, Hon. C. P. Davidson, G. R. Starke, E. B. Busteed, C. A. S. Hamilton, E. W. Wilson and Robert Starke. A new Regiment was recruited in Victoria, B.C., and the 88th Fusiliers and the 11th Argenteuil Rangers were disbanded; a bronze tablet at

the Regina Barracks was unveiled by Lieut.-Governor G. W. Brown on Dec. 29 in honour of Fitzgerald, Taylor, Kinney and Carter, the gallant Mounted Police Patrol who lost their lives on Northern duty in the winter of 1910; the approval of the King was announced to the 101st Edmonton Regiment being allied to the Royal Munster Fusiliers. A Canadian Infantry Association was organized at Ottawa on Apr. 2nd with Lieut.-Colonel A. T. Thompson in the chair and Capt. A. T. Hunter of Toronto Secretary. Another new organization was the Association of Military Engineers. The chief Military bodies of a volunteer nature in Canada during 1912 were as follows:

Organization.	Headquarters.	President.
Dominion of Canada Rifle Association	Ottawa	Lieut.-Col. J. H. Burland.
Canadian Cavalry Association	Ottawa	Lieut.-Col. W. Hamilton Merritt.
New Brunswick Rifle Association	St. John	Colonel H. H. McLean, M.P.
Province of Quebec Rifle Association	Quebec	Lord Strathcona and Mount Royal.
Manitoba Rifle Association	Winnipeg	Lieut.-Col. H. N. Ruttan.
Ontario Rifle Association	Toronto	Sir E. B. Osler, M.P.
Nova Scotia Rifle Association	Halifax	Colonel J. D. Irving.
British Columbia Rifle Association	Victoria	Lieut.-Col. A. W. Currie.
Alberta Rifle Association	Edmonton	Capt. G. A. Reid.
Canadian Rifle League	Ottawa	Lieut.-Col. A. P. Sherwood, C.M.G.
Canadian Artillery Association	Ottawa	Lieut.-Col. E. W. Rathbun.
Association of Medical Officers of the Militia of Canada	Ottawa	Lieut.-Col. A. T. Shillington.
Canadian Defence League	Toronto	Lieut.-Col. W. Hamilton Merritt.
Association of the Military Engineers of Canada	Ottawa	Lieut.-Col. G. S. Maunsell.
The Canadian Infantry Association	Ottawa	Colonel Sir H. M. Pellatt, C.V.O.
Army and Navy and Colonial Forces Veterans' Association	Winnipeg	Capt. the Hon. H. J. Macdonald.

The Canadian Club Movement during 1912

These organizations continued to exert a wholesome and important influence upon Canadian thought during the year. Some of the Clubs were very active, some merely waited the chance of receiving distinguished visitors and had only occasional meetings, some were practically dormant. One of the notable things done by H.R.H. the Duke of Connaught was his patronage of these Clubs during his tour of the country and his oft-expressed sympathy with their work. At Toronto, Montreal, Ottawa, Vancouver and Winnipeg he addressed great gatherings of the members and urged faith in Canada and loyalty to Empire. At Montreal, Toronto, Winnipeg and other points the Duchess and Princess Patricia, or one of them, were guests of the Women's Canadian Clubs.

In this connection it may be mentioned that a Deputation representing the Association of Canadian Clubs was received at Ottawa by His Royal Highness on Jan. 29th and presented an Address through the Honorary President, C. R. McCullough, in which there occurred the following description of objects and policy: "As vehicles for the expression of opinion and the dissemination of information the Clubs are, we think, performing a real service in conserving and developing a well-balanced National and Imperial spirit. And, too, as providing a common meeting ground for Canadians of different political and

denominational affiliations these organizations are doing not a little to promote not only a spirit of toleration amongst us, but of mutual trust and good-will." The Duke expressed warm appreciation of the work and aims of the organizations. Lord Milner and Mr. W. H. Long were other prominent speakers of the year. The number of speeches before the Clubs during the year were as numerous as ever and equally varied in the topics dealt with—covering indeed the whole range of Canadian thought. They were, in the main, as follows:

MEN'S CANADIAN CLUBS.—CANADIAN SUBJECTS.

Club and Place.	Date.	Speaker.	Subject.
Belleville	Feb. 27	Wallace Nesbitt, K.C.	Over-Capitalization of Stocks.
"	Mch. 19	Dr. Adam Shortt, C.M.G.	Canadian and American Forms of Government.
Brandon	Apl. 9	Rev. G. B. Wilson, Ph.D.	Canadian Citizenship and Problems.
"	May 14	Rev. Dr. McCrimmon	Canadian Development and Citizenship.
"	Nov. 22	Rev. W. A. Brown (Chicago)	The Building of a Nation.
"	Dec. 2	Dr. Whidden	Conservation of Life in Canada.
Calgary	Aug. 14	Hon. W. J. Hanna / John S. Willison	Relations of East and West.
"	Sept. 24	Hon. J. A. Mathieson, K.C.	Conditions in Prince Edward Island.
Edmonton	July 30	Dr. Adam Shortt, C.M.G.	Economic Conditions in Canada.
Guelph	Feb. 9	Rev. Dr. A. C. McKay	Industrial Training.
"	Feb. 16	A. S. Goodeve, M.P.	Resources of British Columbia.
"	Nov. 15	Rev. J. E. Starr	Nation Building.
"	Dec. 6	Prof. E. E. Prince	Fishery Resources of Canada.
Hamilton	Jan. 12	Rev. Dr. W. T. Herridge	Intellectual Life of Canada.
"	Jan. 25	Prof. W. G. Miller	Canada's Mineral Industry.
"	Feb. 22	R. J. Younge, B.A.	The Canadian Idea.
"	Mch. 27	Hon. W. R. Riddell	The Constitutional History of Canada.
"	Nov. 1	Dr. R. J. Renison	Fourteen Years on Hudson's Bay.
Huntsville	Jan. 16	Wm. Houston, M.A.	A Study in Rational Patriotism.
"	Jan. 31	Rev. Dr. J. P. D. Llwyd	Problems of the Pacific Coast.
"	Mch. 5	James Simpson	The Influence of Labour.
"	Mch. 14	Alfred Kay	The Birds of Muskoka.
"	May 1	John A. Cooper, B.A.	Canadian Democracy.
"	June 2	Prof. J. D. Robertson	Modern Industrial Problems.
"	June 19	A. B. Farmer, B.A.	Tax Reform.
"	Oct. 21	Chas. A. Hodgetts M.D.	Conservation in Canada.
"	Dec. 3	Prof. H. T. J. Coleman	Training for Citizenship.
Halifax	Feb. 5	Hon. W. R. Riddell	Constitutional History of Canada.
"	May 10	James L. Hughes	Tendencies in Education.
Ingersoll	Mch. —	Sir George C. Gibbons	International Relations.
Kingston	Oct. 14	N. W. Rowell, K.C., M.L.A.	Workmen's Compensation Policy.
"	Dec. 12	Hon. W. J. Hanna, M.L.A.	Some Public Health Matters.
London	Feb. 9	Hon. W. R. Riddell	Constitutional History of Canada.
"	Nov. 26	H. H. Stevens, M.P.	East and West.
Moncton	Jan. 22	Members' Night	Local Subjects.
"	Apl. 4	Prof. F. P. Day	The Poetry of Canada.
"	May 21	M. J. Butler	Industrial Progress of Maritime Provinces.
"	Oct. 31	F. S. Spence	Municipal Government.
"	Dec. 3	Mrs. E. Atherton Smith	Canadian Heroines.
Montreal	Jan. 8	Hon. Rodolphe Lemieux	Development of Postal Service.
"	Jan. 15	Hon. W. R. Riddell	Constitutional History of Canada.
"	Jan. 28	Sir Edmund Walker	Some Canadian Assets and Liabilities.
"	Mch. 11	R. B. Bennett, M.P.	The East and the West.
"	Mch. 25	Hon. Arthur Boyer, M.L.A.	Pioneer Voyages to the North-West.
"	Apl. 1	Hon. George P. Graham	Transportation in Canada.
"	Apl. 15	Principal D. S. Mackenzie	Down East in Nova Scotia.
"	Dec. 9	W. S. Carter, M.A., LL.D.	The Maritime Provinces in Confederation.

Club and Place.	Date.	Speaker.	Subject.
Nelson	Apl. 12	H. H. Stevens, M.P.....	A National Ideal for Canada.
"	July 26	W. A. Buchanan, M.P.....	The Canadian Press.
Niagara Falls....	Oct. 9	E. F. B. Johnston, K.C....	Some Modern Factors in National Life.
" "	Dec. 7	Commissioner J. E. Starr...	Citizen-Making in Canada.
Owen Sound....	Dec. 14	Dr. R. A. Falconer, C.M.G..	Canadian Individualism.
Ottawa	Feb. 10	R. J. Yonnge.....	The Canadian Idea.
"	Mch. 2	Wallace Nesbitt, K.C.....	Over-Capitalization.
"	Mch. 30	Lieut.-Col. H. R. Smith....	A Glimpse of the Past.
Peterborough ...	Oct. 27	E. F. B. Johnston, K.C.....	Some Modern Factors.
" ...	Nov. 7	Dr. G. C. Creelman.....	Agricultural Education.
" ...	Nov. 20	Prof. A. P. Coleman.....	Ontario Mines and Miners.
" ...	Dec. 4	Hon. W. H. Hearst.....	Northern Ontario.
Porcupine	Feb. 11	Archdeacon Renison	The Northland of Ontario.
Sault Ste. Marie.	July 3	Dr. Adam Shortt, C.M.G...	Canadian and American Forms of Government.
St. John.....	Mch. 5	John A. Cooper, M.A	Canadian Democracy.
"	Feb. 7	Hon. W. R. Riddell.....	Constitutional History of Canada.
"	Dec. 2	A. B. Farmer.....	Tax Reform.
St. Thomas.....	Mch. 1	George P. Smith.....	Western Conditions.
Toronto	Jan. 19	J. A. M. Aikins, K.C., M.P..	Manitoba and Its Future.
"	Mch. 4	Hon. Martin Burrell, M.P..	British Columbia and its Relation to Confederation.
"	Mch. 25	A. K. Maclean, K.C., M.P...	Conditions in Nova Scotia.
"	Apl. 1	Dr. W. T. Grenfell, C.M.G..	Labrador.
"	Apl. 8	R. B. Bennett, K.C., M.P...	The North-West and Confederation.
"	Apl. 15	O. S. Crocket, K.C., M.P....	Progress of New Brunswick.
"	Apl. 22	E. F. B. Johnston, K.C....	The Province of Ontario.
"	Oct. 29	N. W. Rowell, K.C., M.L.A..	The Temperance Question.
"	Nov. 11	Hon. S. H. Blake, K.C.....	Standards of Canadian Life.
"	Nov. 18	Hon. W. H. Hearst, M.L.A..	Northern Ontario.
"	Nov. 27	R. Home Smith.....	Toronto and Its Future.
"	Dec. 9	A. S. Goodeve, M.P.....	Railway Development in Canada.
"	Dec. 16	C. C. Ballantyne.....	The Port of Montreal.
Vancouver	Jan. 3	A. C. Flumerfelt.....	Forestry in British Columbia.
"	Mch. 27	T. H. Mawson.....	Civic Art and Vancouver's Opportunity.
"	Apl. 11	Sir Richard McBride.....	Resources of British Columbia.
"	Aug. 1	Sir James Grant, M.D.....	Canada.
"	Aug. 12	J. S. Willison, LL.D.....	An Editor's Impressions.
"	Sept. 6	Hon. J. K. Flemming, M.L.A.	Canadian Development.
"	Dec. 6	J. K. Cornwall, M.L.A.....	The Peace River Country.
Victoria	Mch. 4	Dr. W. T. Grenfell, C.M.G..	Labrador.
"	July 18	Rev. Dr. W. T. Herridge...	The Upbuilding of Canada.
Winnipeg	Jan. 25	Dr. Adam Shortt, C.M.G....	Civil Service and Politics.
"	Mch. 15	A. O. Wheeler, F.R.G.S.....	The Canadian Rockies.
"	Mch. 28	Rev. Dr. W. T. Herridge...	The Intellectual Life of Canada.
"	Aug. 1	J. S. Willison, LL.D.....	The East and the West of Canada.
Yorkton	Feb. 16	Prof. Willing.....	Preservation of Game and Resources.
"	May 25	Prof. Oliver.....	History of Canadian West.
"	July 13	Prof. Adam Shortt.....	Canadian and United States Government.

IMPERIAL SUBJECTS.

Belleville	May 10	Dr. J. A. Macdonald.....	Canada and National Ideals.
Brandon	May 6	Rev. Dr. A. P. McDiarmid.	The Significance of Democracy.
Calgary	Feb. 22	R. B. Bennett, K.C., M.P...	Canada and the Empire.
"	Sept. 4	Rt. Hon. Walter H. Long..	Canada and the Empire.
Chatham	Jan. 4	Col., The Hon. S. Hughes..	Canada and the Empire.
Edmonton	Oct. 31	J. Castell Hopkins.....	The New Imperialism.
Galt	Dec. 6	N. W. Rowell, K.C., M.L.A..	Canada and the Empire.
Guelph	Oct. 16	J. Keir Hardie, M.P.....	Political Situation in the Old Land.
"	Oct. 25	Prof. James Mavor.....	Aspects of Imperial Questions.
Halifax	Sept. 26	Viscount Milner, G.C.B.....	Canada and the Empire.
"	May 9	Hon. W. L. Mackenzie King.	Canada and the Empire.
Hamilton	Jan. 2	Dr. Sunder Singh.....	The Sikhs in Canada.
"	Mch. 13	C. A. Magrath, ex-M.P.....	Canada and the Empire.
"	Dec. 6	Hon. Wallace Nesbitt.....	The Panama Canal and Treaties.
Kingston	Apl. 23	C. H. Cahan, K.C.....	Our Colonial Status.
London	Dec. 5	Henri Bourassa	The Bars to Imperial Partnership.

Club and Place.	Date.	Speaker.	Subject.
Moncton	May 3	Hon. W. L. Mackenzie King.	Canada's Relations to the Empire.
"	May 9	N. M. Grey	Newfoundland.
Montreal	Jan. 22	Prof. L. E. Horning	England and Germany.
"	Feb. 8	J. S. Ewart, K.C.	Removal of Bars to Independence.
"	Feb. 14	Alex. Fraser	The Awakening of India.
"	Apl. 22	John Williamson, M.A.	Canada and Imperial Defence.
"	Sept. 29	A. Barton Kent	French and English Relations.
"	Oct. 2	Sir Arthur Lawley, K.C.M.G.	Links in the Chain of Empire.
"	Oct. 7	Rt. Hon. Walter H. Long	British Politics.
"	Nov. 11	N. W. Rowell, K.C., M.L.A.	Canada and the Empire.
"	Nov. 18	Dr. J. A. Macdonald	International Fundamentals.
"	Dec. 16	Principal Manrice Hutton	Canadian Defence.
McGill	Nov. 7	Henri Bourassa	Canada and the Naval Question.
Niagara Falls	Sept. 16	Rt. Hon. Sir George H. Reid	Canada and the Empire.
Oshawa	Oct. 17	J. Castell Hopkins	The New Imperialism.
"	Apl. 18	J. S. Willison, LL.D.	Obligations of British Citizenship.
Ottawa	Jan. 6	Prof. L. E. Horning	Relations of Great Britain and Germany.
"	Sept. 9	Rt. Hon. Sir George H. Reid	Canada and the Empire.
"	Dec. 18	Henri Bourassa	Imperialism and Nationalism.
Peterborough	Dec. 17	N. W. Rowell, K.C.	Our Imperial Relations.
Port Arthur	May 22	Hon. Clifford Sifton	The Canadian Outlook.
Fort William			
Quebec	Jan. 27	C. A. Magrath, ex-M.P.	Immigration and Imperialism.
Saskatoon	Oct. 29	J. Castell Hopkins	The New Imperialism.
"	Oct. 18	Bishop Jocelyn	Jamaica.
"	Dec. 31	W. W. Lee	The Immigration Problem.
Seaforth	Jan. 23	J. A. Macdonald, LL.D.	Conditions in Canada and Britain.
"	Mch. 20	Dr. G. H. Locke	Lessons from Great Britain and the United States.
St. John	Apl. 1	J. A. M. Aikins, K.C., M.P.	Canada and the Empire.
"	May 2	Hon. W. L. Mackenzie King.	The Empire and the Orient.
"	Sept. 3	Viscount Milner, G.C.B.	Canada and the Empire.
"	Dec. 19	Principal Maurice Hutton	Canada and the Empire.
St. Mary's	Nov. 7	Arthur Hawkes	The Fun and Grief of being an Englishman.
St. Thomas	Nov. 18	Colonel Hon. S. Hughes	Civilization, Peace and War.
Toronto	Jan. 2	H. B. Ames, M.P.	The Coronation of George V.
"	Jan. 22	Prof. E. J. Kylie	Canada's Foreign Relations.
"	Feb. 26	H. H. Stevens, M.P.	Oriental Immigration.
"	Mch. 18	Harry Phillips	The Coal Strike in Great Britain.
"	Sept. 30	Rt. Hon. Walter H. Long	Canada and the Empire.
"	Oct. 14	Colonel G. T. Denison / Lord Milner	Brock and the War of 1812.
"	Oct. 21	H.R.H. The Duke of Connaught	Canada and the Empire.
Vancouver	Mch. 15	Ewing Buchan	Canada and the Union Jack.
"	Mch. 15	Mayor W. T. Findlay	Canada and the Empire.
"	July 8	Phillip H. Kerr	Great Britain and the Far East.
"	Sept. 13	Rt. Hon. Walter H. Long	Empire Politics.
"	Sept. 19	H.R.H. The Duke of Connaught	The Sentiment of Empire.
"	Oct. 2	Rt. Hon. Sir Thos. Whittaker	Problems of the Empire.
"	Oct. 15	J. Castell Hopkins	Relations with the Empire.
Victoria	July 8	Phillip H. Kerr	The Empire in World Politics.
"	Aug. 2	Colonel the Hon. S. Hughes.	Defence of Canada and the Empire.
"	Aug. 28	Dr. Benjamin Ide Wheeler.	Relations of Germany and Britain.
"	Sept. 14	Rt. Hon. Walter H. Long	Canada and the Empire.
"	Nov. 7	J. Castell Hopkins	What Canada Owes Great Britain.
Welland	Oct. 16	A. Monro Grier, K.C.	Canada's Present Outlook.
Winnipeg	Mch. 1	Dr. Sunder Singh	The Sikhs in Canada.
"	May 8	Rev. Father Naish	Personal Reminiscences of India.
"	June 5	Rev. Dr. MacGillivray	British Influence in China.
"	July 17	H.R.H. The Duke of Connaught	Canada and the Empire.
"	July 23	Phillip H. Kerr	Foreign Relations of the British Empire.

Cleland, Toronto, Amos O'Blenes, Moncton, Rev. James Barbour, Niagara Falls, Hon. Robert Maxwell, Mrs. E. A. Smith, H. A. Porter and T. H. Bullock, Rev. J. J. McCaskill, of St. John, Guy M. Drummond, A. R. Doble and R. L. H. Ewing of Montreal, J. Howe Dickson, K.C., J. S. Armstrong, Rev. F. L. Carney, E. A. McKay, Fredericton, H. A. Munn, Victoria.

The subjects discussed included the fostering of Canadian sentiment and ideals through the agency of schools—introduced by Winnipeg Club; the necessity and value of Good Roads—introduced by Montreal Club; the extension of the Canadian Club movement through organization in Universities and Colleges, Railway shops and Industrial centres—introduced by Winnipeg Club; the desirability of allowing Foreigners to join these Clubs and of affiliating Clubs in Canada with those in the United States—introduced by Niagara Falls Club; the duty of the Canadian Clubs to the Immigrant—introduced by the Hamilton Club; What is the Canadian flag?—introduced by the Vancouver Club; the exhibition of the United States flag in Moving Picture Shows—introduced by the Calgary Club; the desirability (1) of Public Library Boards in Canada acquiring more of the works of Canadian authors, and the necessity (2) of obtaining a suitable Child's History of Canada for use, especially, amongst schools containing foreign-born children—introduced by Vancouver Women's Club; Canada's interest in the Panama Canal—introduced by the Montreal Club; the (1) holding of special Exercises in the Schools prior to Dominion Day, the (2) question of alleged discursiveness in the subjects discussed by Canadian Clubs, and (3) the project of celebrating the Semi-Centennial of Confederation—introduced by the Hamilton Club.

A Resolution was passed on motion of C. R. McCullough drawing the attention of Federal and Provincial Governments to the importance of celebrating in 1917 the 50th Anniversary of Confederation. In this connection, Mr. McCullough had already issued a pamphlet embodying the principles underlying his proposal, had spoken on several occasions upon the subject and had presented it, with approval, to many prominent men. A part of the press had taken up the matter with appreciation and were urging preparatory action. His hope was for a great family re-union of Canadians, a meeting of all the men who had anything at all to do with the creation of Confederation, a revival in National thought and knowledge of Canada, a vivid and wide-spread presentation of Canadian history, a useful discussion of the problems of modern life affecting Canada, a visit by His Majesty the King.

A Resolution was passed, after an able address from A. R. Doble, recommending the question of Good Roads to the consideration of Canadian Clubs in general and another was approved in favour of extending Canadian Clubs, wherever possible, amongst Educational institutions and Industrial workers. The following motion was also passed: "That it is desirable for this Association to recognize the

important part the schools of the country should play in fostering Canadian sentiment and promoting national ideals at this stage in our development, when strangers from many lands are seeking the rights of citizenship; and that Canadian Clubs be urged to exert their influence to see that the power of the schools in this respect is fully and wisely exercised." It was decided to appoint a Committee composed of George Lyman, Montreal, C. R. McCullough, Hamilton, and E. J. Kylie, to consider and report to Canadian Clubs upon the advisability of maintaining a permanent office and the services of a permanent Secretary. Canadian Clubs were also recommended to study the probable influence of the Panama Canal on Canadian trade and the incoming Executive was asked to find means of making the work and purposes of the Clubs better known in Great Britain and to consider the publication of a Year Book amongst the Clubs. It was decided to hold the next meeting at Hamilton and the following officers were elected:

Honorary President	C. R. McCullough	Hamilton.
President	W. M. McClemont, B.C.L.	Hamilton.
Hon. Secretary-Treasurer	G. Edwin Mann	Hamilton.
Vice-President	Mrs. E. Atherton Smith	St. John.
Vice-President for Ontario	K. J. Dunstan	Toronto.
Vice-President for Quebec	R. L. H. Ewing	Montreal.
Vice-President for Nova Scotia	D. Macgillivray	Halifax.
Vice-President for New Brunswick	H. A. Porter	St. John.
Vice-President for P. E. Island	Percy Pope	Charlottetown.
Vice-President for Manitoba	A. L. Crossin	Winnipeg.
Vice-President for Saskatchewan	Charles Hodgkins	Regina.
Vice-President for Alberta	C. F. Adams	Calgary.
Vice-President for British Columbia	H. A. Munn	Victoria.

There were 66 Canadian Clubs and 14 Women's Canadian Clubs reported with a total of 48 in affiliation to the Federation. Of all the plans proposed by individual Canadian Clubs probably the most practical and complete piece of work so far carried out was that of the Halifax organization which had been chiefly instrumental in obtaining the erection of a splendid Memorial Tower at the North-West Arm, Halifax, in honour of the grant of representative institutions to Nova Scotia in 1758. The Imperial character of the inauguration of the Tower by the Duke of Connaught has been dealt with elsewhere but the record of the Halifax Club in connection with the event must be mentioned here. As to this and its general work the Halifax *Herald* said on Aug. 15: "The whole project was nobly conceived, and was carried to completion in a spirit of fine perseverance and enthusiasm. To the officers of the Canadian Club, who, in 1908, undertook the task, and to their successors who continued and completed the work, we are sure our citizens to-day are deeply grateful. The Memorial Tower and the Fleming Park will be their enduring monuments. . . . Between sixty and seventy addresses from noted men have been delivered under the auspices of this Canadian Club during the first half decade of its history, adding to the information of the members and many others and helping, no doubt, to higher ideals. The Club has been a leader in these years and has earned for itself a pre-eminent place in the ranks of those who are working for

the common good of Canada and the Empire, and for a yet nobler national spirit."

The Presidents of the Club during this period were as follows: Dr. C. F. Fraser, 1908 and 1909, Hon. G. E. Faulkner, 1910 and 1911, D. Macgillivray, 1912. It may be added that the Memorial cost $50,000 and was handed over to the City on Aug. 13 free of debt while to its construction the Canadian Clubs of St. Catharines, Edmonton, Calgary, Halifax, Winnipeg, Vancouver, Ottawa, St. John, Montreal, Hamilton, Moncton, London, England, Fort William, Collingwood, Peterborough, Victoria, Saskatoon, Truro and Moose Jaw contributed varying sums. The Women's Canadian Clubs at Ottawa, Toronto, Victoria, Fort William, Winnipeg and North Bay also aided the project financially.

Incidents of the year included the usual publication in book form of the valuable addresses delivered before the Ottawa, Vancouver and Toronto Canadian Clubs; the election by the Halifax Club of Lord Milner and Sir Charles Tupper as Honorary members and the acceptance by H.R.H. the Governor-General of the position of Patron of this Club; a message sent on July 1 to the Right Hon. Sir Charles Tupper, the last surviving Father of Confederation, as follows: "Members of the Canadian Club of Winnipeg, recognizing the honourable part borne by you in founding the Canadian Federation which was the beginning of a splendid national development, tender you their heartiest congratulations on the 45th anniversary of this great epoch in the history of Canada, and express the hope that you may enjoy many returns of the day"; an address before the Club in Montreal on Mch. 11 by R. B. Bennett, M.P. for Calgary in which occurred a statement arousing much discussion in the West and to the effect that Americans, while making splendid settlers, were imbued with inherited prejudice against England and had been taught a hatred of monarchical institutions; the work of the Vancouver Club in distributing 12,000 Canadian flags to the school children and arranging with the B. C. Electric Railway Co. to fly a flag on all their cars. The Barrie Club reported itself dormant for two years and that of Collingwood as "dead"; the Seaforth Club gave prizes for the best essays by local school-children on Canadian history and joined the 57th Regiment in holding a very successful celebration of Dominion Day. The most notable address before the Sarnia Club during the year was by Hon. W. H. Hearst on New Ontario; the Belleville Club had Mr. J. S. Willison on "Public Men of Canada" and three other speakers. The organization of new Clubs took place at Owen Sound with 200 members, at Smith's Falls, at McGill University, Montreal, at South Porcupine in New Ontario, at Welland with 200 members, at Sault Ste. Marie, Oshawa, Pembroke, Parry Sound and Manitoba University, Winnipeg. The Winnipeg Club presented during the year a Report showing 1,244 members, that of Toronto 1,286, that of Montreal 1,491. The Presidents of the most active of these organizations in 1912 were as follows:

Toronto	A. H. U. Colquhoun.
Montreal	George Lyman.
St. Thomas	Dr. A. Voaden.
Winnipeg	W. Sanford Evans.
Woodstock	Prof. D. K. McKechnie.
Guelph	Dr. A. T. Hobbs.
Welland	G. H. Pettit.
Moose Jaw	Geo. F. Taylor.
Winnipeg (University)	Prof. F. W. Clark.
Camrose	Dr. W. V. Lamb.
Porcupine	R. Bruce.
Montreal (McGill)	L. M. Cosgrove.
St. John	T. H. Bullock.
Niagara Falls	Rev. Jas. Barber.
Seaforth	George F. Rogers.
Sarnia	A. J. Johnston.
Perth	J. A. Stewart.
London	T. J. Murphy.
Nelson	J. H. Schofield.
Huntsville	E. C. Wainwright.
Brandon	Rev. R. S. Laidlaw.
Kingston	Lieut.-Col. A. B. Cunningham.
Barrie	Daniel Quinlan.
Owen Sound	Rev. Dr. Thurlow Fraser.
Smith's Falls	H. A. Larell.
Port Arthur	H. B. Dawson.
Fort William	A. A. Wilson.
Yorkton	C. D. Livingstone.
Chatham	S. B. Arnold.
Belleville	J. Elliott.
Vancouver	D. Von Cramer.
Victoria	H. A. Munn.
Saskatoon	R. W. Shannon, K.C.
Edmonton	Alex. Stewart, K.C.
Moncton	J. T. Hawke.
Ottawa	Judge McTavish.

The Women's Canadian Clubs were very active during the year. Winnipeg was said to be the largest in Canada with 1,079 members and during the year H.R.H. the Duchess of Connaught became Patroness of the Club, and Princess Patricia when in Winnipeg attended a Luncheon (July 15) with 406 present. Contributions by this Club to Dr. Grenfell's work in Labrador, the Pauline Johnson Trust Fund, the Qu'Appelle Treaty Memorial and the purchase of Canadian flags for Empire Day totalled $230. The Montreal Club entertained T.R.H. the Duchess of Connaught and Princess Patricia at Luncheon on Dec. 12. The Toronto Club had 1,006 members and entertained the Duchess of Connaught and Mrs. R. L. Borden (May 16) at Luncheons during the year. The objects of this Club were formally given as "to foster patriotism by encouraging the study of all questions of interest to Canadians." The Edmonton Club with 265 members was exceedingly active and its President, Mrs. Arthur Murphy, addressed various outside meetings during the year besides setting the Club the task of preserving for the people the historic buildings known as Fort Edmonton. The Women's Canadian Club in Quebec City had addresses during the year from Sir Louis Jetté, Hon. Adelard Turgeon, Sir Adolphe Routhier and others. The St. John Club had 425 members in 1912, that of Montreal 577, Calgary 300, Victoria 175, Fort William 250. The Presidents of the chief Women's Canadian Clubs in this year were as follows:

Montreal	Mrs. R. Wilson Reford.
Quebec	Mde. Goe Tessier.
Winnipeg	Mrs. W. F. Osborne.
Toronto	Miss Constance Rudyerd Boulton.
St. John	Mrs. E. Atherton Smith.
Calgary	Mrs. C. A. Stuart.
North Bay	Mrs. W. F. Price.
London	Mrs. F. C. Betts.
Fort William	Mrs. W. A. Dowler.
Victoria	Mrs. F. B. Pemberton.
Berlin	Mrs. W. A. Clarke.
Ottawa	Mrs. Adam Shortt.
Berlin and Waterloo	Mrs. J. A. Hillyard.

Of Canadian Clubs in the United States, it may be said that the new Seattle Club with J. T. Douglas as President was active in fraternal relations with Victoria and Vancouver and had the Hon. W. J. Bowser as a guest at its organization meeting on Apl. 29th; that the Boston organization heard C. H. Cahan, K.C., on Feb. 2nd,

in a speech which dealt with the development of Canadian nationality as something rather apart from the Empire; that the same Club listened to Hon. G. P. Graham on Nov. 22nd in an address which told them that "Canada is British now, has always been British, and will always remain so"; that the New York Canadian Club held its annual banquet on May 14, heard a number of eminent American speakers and elected T. Kennard Thompson, President, and, at a Dinner on Nov. 12, had Sir Edmund Walker of Toronto as the chief speaker; that on Apl. 17 a Club was organized at Chicago with 200 members and Dr. T. A. Woodruff as President.

Women's Work and Organizations: The Suffrage Question

It was inevitable that the public disturbance and discussions in Great Britain over the problems of Woman's position and voting power should find many echoes in Canada. The pressure of enormous economic changes, the vast modern movements of population, the revolution in the social life and position of women, the elimination of the old-time religious code of manners and customs, the practice of equality in sex-relationship and the influx of women into myriad occupations and competitive lines of business, were bound to have an influence in the new nations as well as in the old. There was an infinite variety of argument bandied to and fro in Britain though it must be said that the discussion in Canada was, in comparison, weak upon both sides of the subject. Certain schools of British thought stood out from the mass. The contention of Lord Robert Cecil (London, Nov. 6) was that "all experience shows that to add women to men in Government makes for purity of public life. If they are nothing else, let us at any rate allow that they are a kind of moral antiseptic." The Countess of Selborne (*Standard,* Apl. 26) claimed that a low infantile death rate accompanied Woman's Suffrage and instanced Australia, Norway and Sweden each having 72 deaths in 1,000 and New Zealand 62 in 1,000 as against England with 109 in 1,000, France 120, the German Empire 170, and the Province of Ontario 131. Lady Frances Balfour wanted the Suffrage (Oct. 10), declared that opposition was based upon prejudice which could see no good in change and upon prophesy which was always foretelling evil; but was opposed to Militancy. Mrs. Pankhurst, on the other hand, could see no way of passing a measure—which every House of Commons which had discussed it since 1867 had approved—without the resort to violence and, as she told the Women's Social and Political Union in London on Oct. 17th:

> It is through property that we shall attack the enemy. What sacrifice or injury ensues will not be our fault, but the fault of the Government. I incite this meeting to rebellion. Those of you who will go to the House of Commons and refuse to be sent away, go. Those who will face mobs at Ministers' meetings, do so. Those who can break windows, break them. Those who can further attack the sacred idol of property, so as to make the Government realize that property is as greatly endangered as it was in the days of the Chartists, do so. The only limit we set is that human life shall be respected.

MRS. J. S. DIGNAM.
Re-elected President of the Woman's Art Association of Canada, 1912.

MRS. ARTHUR MURPHY.
President of the Woman's Canadian Club, Edmonton; President of the Canadian Woman's Press Club, Edmonton, 1912.

Another view saw in the Suffrage only a chance for some vague, undefined change in sex-relationship. As Mrs. Harold Gorst put it (*Standard,* Sept. 18) : " Sex is a curse; it hampers a woman at every turn, from beginning to end, in the field of literary achievement as well as in any other field she enters." Sir Almroth Wright, the eminent physician, saw only the physical side upon which women were obviously unequal and described the Suffrage as essentially and of itself immoral because it endangered the ethical system of centuries. Lord George Hamilton, M.P.—Hampstead, Nov. 15—put another view concisely. It would be unwise, he argued, to pitch eleven million women into the political arena. It would be no advantage to the State that it should be the most woman-ridden and woman-governed country in the world. " To put women on an equality with men," he concluded, " is contrary to Heaven's Act of Parliament and to the everlasting law of Nature and of fact." For the Suffrage—apart altogether from Militant methods—there stood Messrs. Bonar Law, A. J. Balfour, A. Lyttelton and George Wyndham amongst the Conservatives and Sir Edward Grey, Mr. Lloyd George, Lord Morley, Lord Haldane, Mr. Birrell, Lord Carrington and Lord Beauchamp amongst the Liberals. Opposed to it were such Conservatives as Lord Lansdowne, Lord Cromer, Messrs. Austen Chamberlain, W. H. Long, F. E. Smith, Lord Curzon and the Duke of Norfolk and such Liberals as Lewis Harcourt, Herbert Samuel, C. E. Hobhouse and Lord Pentland. Amongst prominent women there was the same division of thought. Mrs. Henry Fawcett, Mrs. Philip Snowden, Mrs. F. A. Steel, the Countess of Jersey, Lady Aberdeen, Mrs. Edwin Gray were amongst the advocates of Suffrage. Mrs. Humphrey Ward, the Duchess of Montrose, the Marchioness of Tulibardine, Miss Violet Markham and Miss Asquith were a few of those who opposed it. In the United States the existence of 5,000,000 women earning their own livings, the fact that ten New York women were said to possess, and more or less manage, a total of 500 million dollars worth of property, the growing pressure of personal freedom and economic competition naturally impelled a growth of the issue there.

The Census of Canada for 1910 showed 3,821,067 males and 3,383,771 females with a minority of women in all the Provinces and especially in Alberta, Saskatchewan, Manitoba and British Columbia. The single males numbered 2,369,160 and the females, single, totalled 1,941,314. There was little sympathy in Canada with Militant methods although Miss Sylvia Pankhurst and Miss Barbara Wylie, who visited the country during 1912, were received with evidences of public interest. The former spoke at St. John on Jan. 15th and vigorously described the economic and social condition of women in England as involving lower pay, less consideration, greater burdens. " In England at present, the mother has no legal right to her children as long as their father is alive. He can send them away from her to be educated if there are religious differences, and even after his death his relatives can secure the guardianship of the children on very

flimsy grounds. A wife has no right to share in her husband's earnings, and cannot claim any portion of them for support unless she secures a legal separation by private action; while recent decisions in the Courts have declared that even a married woman's clothes belong to her husband." In Toronto, on Mch. 4th, Miss Pankhurst addressed two meetings with mottoes on the balconies, etc., which asked why the franchise should be extended to foreigners and not to the women of the home, declaring that taxation without representation was tyranny, etc.

Following Mr. Borden's expression of opinion to the British deputation of Suffragists, the Women's Social and Political Union issued a statement (Aug. 30) declaring themselves hopeful of success in Canada and their policy to be the securing of votes for women "in all self-governing parts of the Empire." On Sept. 10, following, Mrs. Pankhurst wrote Miss Mackenzie of Montreal that it had always been her ambition to establish the Union on Imperial lines and that "one of our most prominent and able members, Miss Barbara Wylie, leaves for Canada by the *Empress of Ireland* on Friday, the 20th of September. She is the sister of Mr. D. J. Wylie, a member of the Provincial Parliament of Saskatchewan and she has therefore a personal connection with and interest in Canada." Miss Wylie arrived at Quebec on Sept. 27 and made a most favourable personal impression though she at first talked in rather militant language. In Toronto, however (Oct. 8), she declared Militancy could not be organized; it had to grow like love, heroism or devotion. Supporters of her Union in Canada would not trouble with Provincial Legislatures but would fight for Federal representation.

She addressed the Trinity College Literary Club, the Toronto Suffrage Association, the Equal Franchise League. To the latter body she was emphatic as to the price of labour, the white slave traffic and the double standard of morality: "Among the five million of women workers in Great Britain the average wage is seven and sixpence a week. Upon this these women often have to support a family, perhaps care for an invalid. How can they do it? How can they live? It's a terrible choice that these women have to make." At the Y.M.C.A., Montreal, on Nov. 4 Miss Wylie called upon Canadian women to "shoulder their responsibilities"; told them that now was the time to go after the vote. She advised beginning by constitutional methods though she was frankly skeptical about their succeeding. "Don't be submissive. Don't be docile. Don't be ladylike. Don't dread being conspicuous. Now is the time for deeds, not words. Remember you are fighting for human liberty—and that all over the world. Concentrate all your efforts on the Dominion Parliament. Insist that the Federal Elections Act of '97 be repealed. Expense is nothing so long as women get the vote. Party strife is nothing, if you get your rights. Go to Mr. Borden in your thousands and demand votes for women at this Session—not at some long distant future, but now." Here Miss Wylie also spoke to the Montefiore Club and at

several public meetings. In Winnipeg on Dec. 5th she addressed a meeting on the White Slave traffic and the power of the vote to lessen its evils. A large audience was addressed at Regina on Dec. 11th and the harsh bearing of existing laws, in Britain and other countries, on Women brought home to her hearers. The following Resolution was unanimously passed:

> This meeting is of the opinion that the time has arrived when the claim of the women of the Dominion of Canada for political equality with men can neither be ignored nor denied. This meeting is of the opinion that to exclude women from Parliamentary idea of franchise is contrary to the fundamental idea of human liberty which claims that Government must rest on the consent of the governed. This meeting is further of the opinion that social evils, such as the white slave traffic, will never be adequately dealt with until women are in a position to protect themselves and their labour. This meeting recognizes the fact that political helplessness produces economic injustices and respectfully demands that the Dominion Government take such steps as may be necessary to give women votes at this Session.

Another British advocate of the Suffrage who spoke in Canada during the year was Mrs. Forbes Robertson Hale who told a Toronto audience on Feb. 25th that "the first step toward the emancipation of the modern woman had been her entry into the realms of higher education and the second had been her invasion of the professions. Now women were seeking to take the third step, by securing equality as citizens." They were not asking to change the laws of nature, but merely trying to break down the artificial barriers erected by men in less enlightened ages. At Montreal (Dec. 13) she spoke in connection with the organization of a local Suffrage Association. Lady Drummond, Mrs. W. R. Miller, Miss Hurlbatt, Mrs. Roddick, Mrs. C. B. Gorden and other influential women were appointed a Committee for this purpose. Existing Suffrage organizations were not idle and in May it was announced that Harry Phillips of West Ham, England, had been appointed Dominion organizer for the Suffrage movement and would begin work at once. In Toronto, the Equal Franchise League was organized on Jan. 28th with Mrs. L. A. Hamilton as President.

This Society, with the Toronto Suffrage Association and Women's Teachers' Franchise Club, issued an appeal on Feb. 12 asking the Provincial Government to correct the following condition: "Under the present law men and women exercise the municipal franchise on an equal basis until marriage. On marriage the man continues to exercise the franchise in respect of his own property; the woman, however, forfeits this right until she has the misfortune of becoming a widow, when this right is again restored to her." The Suffrage proposal in various forms was placed before the Ontario, New Brunswick and British Columbia Legislatures but received a comparatively slight increase of support. In Toronto, a Women's deputation asked the Board of Control on Dec. 3 to support the amendment of the Fran-

chise Act so as to allow married women owning property a municipal vote. This was promised and they then waited upon Mr. W. J. Hanna, Provincial Secretary, with the same request. At the close of the year the Toronto organizations put up a big fight to bring out the Women's vote in the current Municipal elections and met with marked success.

Mrs. R. W. Henderson of the Montreal Juvenile Court delivered several addresses on the Suffrage question with this statement (Aug. 30) as a pivot: "The ballot to-day includes bad men and good men, men of all colours, and even dead men, excluding only paupers, idiots, criminals, minors, and women." Other advocates of the Suffrage were Mrs. Nellie L. McClung, the Novelist; Miss G. Binnie-Clark, financier, traveller, successful farmer for 8 years in the Qu'Appelle Valley; Miss Dorothy Davis of Vancouver, organizer of branches of the Political Equality League in Fernie, Cranbrook and other British Columbia towns; Mrs. Arthur Murphy of Edmonton who addressed meetings at Calgary, Edmonton, Hamilton and other places in favour of the idea. Though apart from the direct advocacy of Suffrage the series of lectures given by Dean F. P. Walton of the Law Faculty at McGill University, Montreal, were most important. He denounced the laws of Canada and especially of Quebec as affecting women. He stated (Apl. 2) that if a husband died intestate in Quebec any relation of the deceased, some fifth cousin of whom he had possibly in his life-time never heard, might appear upon the scene and carry off the whole estate, leaving the widow and her children, if she had any, absolutely penniless even though the husband and father might have been a millionaire. If the wife had a fortune and the husband none, and the husband died intestate, and without children, half the wife's fortune might be carried off by a fifth cousin of the husband.

On the other hand there was some opposition expressed—outside of the Legislatures—to Woman's Suffrage. Mrs. Clementina Fessenden of Hamilton opposed the issue in various newspaper letters on the ground (1) that fighting power is the real basis of the franchise and (2) that women's best interests are safe in men's hands; (3) that if the policy were realized the nation and Empire would be governed by women who were themselves incapable of enforcing the laws; (4) that the fact of there being undesirable men voters was no reason for doubling that vote; (5) that the home and municipal and local educational work were quite sufficient for women and (6) that the majority of women did not want the vote. The quiet influence of the Roman Catholic Church was solidly against the proposal and such visitors as Father Vaughan of England and Bishop Carroll from the States spoke strongly in denunciation of the idea and all it meant.

Sir R. P. Roblin of Winnipeg, like Sir James Whitney in Ontario, was vigorously opposed to it and to the press on Sept. 4th he said: "I am utterly opposed to Woman's suffrage in every shape and form. I think too much of woman to have her entangled in the mesh of politics. She would be stooping from the pedestal on which she has sat for centuries." Mrs. C. H. Campbell, a Winnipeg leader in the

Daughters of the Empire and kindred bodies, told a Victoria paper on Sept. 6th that "if the laws of the land require righting, men are quite able to look after them and the women will be able to get what they want by going to them and asking them for it. Also, I believe that a woman's place is at the side of her husband." In Montreal on Oct. 12 *The Star* announced the result of a local vote taken by its representatives in certain typical parts of the City as showing 88·2 per cent. against Woman's Suffrage and 11·8 per cent. in favour.

Apart from this question various Women's organizations were doing good work in Canada and the most important of these was the National Council of Women with which were federated the following Societies: Women's Art Association of Canada, Girl's Friendly Society of Canada, the Canadian Suffrage Association, the Dominion Order of King's Daughters, the Aberdeen Association, the Victorian Order of Nurses, the Medical Alumnæ of Toronto University, the Ladies of the Maccabees, the Peace and Arbitration Society, the Imperial Order, Daughters of the Empire, the Canadian Women's Press Club, the Women's Branch I.O.F., the Agnes Baden-Powell Girl Guides. With the various Local Councils were affiliated a multitude of local bodies—that of Toronto, for instance, having over 40 organizations associated with it. These Local Councils were established at Toronto, Hamilton, Montreal, Ottawa, London, Winnipeg, Kingston, St. John, Halifax, West Algoma, Victoria and Vancouver Island, Vancouver, Regina, Vernon, Brandon, Nelson, New Westminster, East Pictou, Lindsay, Ingersoll, Edmonton, Brantford, Renfrew, Walkerville, Chapleau, Sudbury, Sydney and Truro.

The annual meeting of 1912 took place at London on May 24-31 with Mrs. F. H. Torrington, President, in the chair. Reports were presented from the Committees on Vacation Schools and Playgrounds, Peace and Arbitration, Agriculture for Women, Laws for better protection of Women and Children, Public Health, Care of Feeble-minded Women, Education, spread of objectionable printed matter, Citizenship, Employments for Women, Immigration and the White Slave Traffic. This last-mentioned question aroused a prolonged discussion based upon careful reports as to the evil itself, the causes and possible means of alleviation, existing inefficiency of the laws, Legislative difficulties in the way of reform, the moral inequality between man and woman, the danger for and from mentally defective young women, the Oriental evil in large centres, the necessity for Canada carrying out its share of the international White Slave Agreement of 1906. The following Resolution was passed: "That the National Council of Women of Canada heartily endorses the plan of a National Committee for Canada, affiliated with the International Bureau for the suppression of the White Slave traffic, and that the Executive be authorized to confer with the Executive Committee of the Moral and Social Reform Council of Canada for the formation of a National Committee, and to take such further steps as shall be deemed necessary in the matter."

Child problems were dealt with in a paper by Mrs. Asa Gordon and the conservation of the Nation's health by Miss Mackenzie of the Victorian Order of Nurses; much discussion took place as to Moving Picture Shows which were described, in some cases, as being schools for crime; Mrs. Courtice presented the Peace and Arbitration Report claiming that humanity and loyalty were synonymous terms, declaring our modern standards of civilization to be "higher and richer" than those of the past, quoting Goldwin Smith to the effect that "above all nations is humanity," urging a Peace Day in schools, etc. A Resolution was passed endorsing a celebration of the Centenary of Peace with the United States. The Sikh question was discussed and this Resolution passed:

The National Council of Women of Canada do respectfully request the Government to end the present unsatisfactory condition of the Sikhs by either permitting the Sikh women to enter Canada, or by giving a free passage to India, with a suitable cash indemnity, to those Sikh men who desire to rejoin their wives and families. And, further, that the immigration laws be so amended as that there shall be no seeming discrimination against the natives of India in favour of other Orientals, not citizens of the British Empire; and that immigration from India be either entirely prohibited or that the regulations concerning it be set forth clearly, so that the present situation with regard to the Sikhs be not repeated in the future.

Another Resolution dealt with the desirability of a more thorough and responsible Medical inspection of emigrants at the points of departure and the compulsory registration of Nurses by law was also urged. Mrs. Dignam of Toronto addressed the Convention on "Patriotism as expressed in Art" and the Educational Committee recommended that (1) A school census should be taken yearly in every municipality; (2) Education should be made compulsory in the Province of Quebec; (3) the period from five to fourteen years of age should be devoted entirely to general education and Vocational training be deferred until this preliminary training was completed; (4) in order to supplement the work of the primary schools by giving opportunities for further training to those who are already at work, evening classes should be provided. The officers were re-elected and included Mrs. Torrington as President, Lady Aberdeen, Advisory President, and H.R.H. the Duchess of Connaught as Honorary President. Mrs. Willoughby Cummings, D.C.L., was again appointed Corresponding Secretary. A series of measures were recommended to Dominion and Provincial Legislatures as follows:

1. The raising of the age of consent to 18 with ignorance of age not admissable as a plea.

2. That procuration, under the White Slave Agreement at Paris, be made a criminal offence without option of a fine, that foreigners found guilty be deported, and that males (citizens) convicted of the crime be punishable by whipping.

3. That the keeping of a disorderly house be punishable by imprisonment and not by fines and that frequenters be subject to equal punishment whether men or women.

4. That "accosting" be made a punishable offence for either sex and that wife and family desertion be made an indictable offence with the burden of proof resting upon the Attorney-General of the Province.

5. That all Provincial Legislatures be asked to make the mother equal co-guardian with the father of their legitimate children and that the primary right of guardianship over children under age should belong to the mother unless proved to be unfit.

6. That men convicted of wife or family desertion be employed at industrial labour while in gaol and the proceeds be turned over, through the Courts, for support of the offender's wife and family.

Amongst the chief local workers in this organization were Mrs. A. M. Huestis and Dr. Stowe Gullen, Toronto; Mrs. T. H. Bullock, St. John; Mrs. Arthur Murphy, Edmonton; Mrs. W. G. MacNaughton and Mrs. Ritchie-England, Montreal; Mrs. Wm. Rothwell, Regina; Lady Tilley, St. John; Mrs. J. H. R. Bond, Winnipeg; Mrs. Boomer, London, and Lady Taylor, Hamilton; Mrs. Adam Shortt, Ottawa, and Miss Crean, Victoria. Another Women's organization of importance was the Press Club which women journalists had formed in various Cities for purposes of co-operation along social and literary lines and for the hearing of interesting speakers. The Toronto organization was under the Presidency of Miss Dyas, that of Winnipeg had Mrs. Nellie L. McClung as President, that of Port Arthur was presided over by Miss Stafford, Calgary by Mrs. F. S. Jacobs, Edmonton by Mrs. Arthur Murphy, Vancouver by Miss Durham. The Montreal Women's Club celebrated its 21st birthday in 1912 and amongst its speakers during the year was Mrs. Forbes Robertson Hale, Mrs. A. W. McDongald and Hon. Mackenzie King.

The International Congress of Farm Women met at Lethbridge, Alta., on Oct. 22-25 and its object was announced as an organized effort at rural community building, the beautifying and brightening of the homes, more frequent opportunities for social intercourse, better education of the children, lightening of toil in the home and the raising of standards, mentally, physically, morally and socially, in each neighbourhood. It had been organized in 1910 as an accompaniment of the Dry Farming Congress, which many wives of the Delegates attended, and of this 2nd Congress Mrs. Leslie Stavert of Winnipeg was President. The speakers included Miss Alice Ravenhill of Vancouver on Home Economics; G. A. Putnam on Women's Institutes; Mrs. Muldrew, of the Alberta Ladies College, on Education; Mrs. M. T. Harvey on Consolidated Schools; Dr. W. H. Wilson of New York on the Rural Church; Miss Irma E. Matthews on Farm Homes, etc. The chief Women's organizations in Canada, with their Presidents, were as follows:

The Victorian Order of Nurses (Chief Lady Superintendent)	Miss M. A. Mackenzie	Ottawa.
Women's Art Association of Canada	Mrs. M. E. Dignam	Toronto.
The Canadian Suffrage Association	Mrs. Flora McD. Denison	Toronto.
Imperial Order Daughters of the Empire	Mrs. A. E. Gooderham	Toronto.
Canadian Women's Press Club	Miss Marjorie MacMurchy	Toronto.
Canadian Business Women's Club	Miss Mary Lean	Toronto.
Toronto Suffrage Association	Dr. Margaret Gordon	Toronto.
Women's Canadian Historical Society	Mrs. Forsyth Grant	Toronto.

Women's Wentworth Historical Society	Mrs. John Calder	Hamilton.
Montreal Women's Club	Mrs. N. C. Smillie	Montreal.
Women's Historical Society	Mrs. Thomas Ahearn	Ottawa.
Equal Suffrage Society	Mrs. J. C. Cox	Ottawa.
Western Art Association	Mrs. Allan Ewart	Winnipeg.
Political Equality League	Mrs. A. V. Thomas	Regina.
Equal Franchise League	Mrs. L. A. Hamilton	Toronto.
Women Teachers Franchise Club	Miss A. A. Gray	Toronto.

There were a multitude of other Women's organizations—the old-time Church Societies, the Women's Missionary Associations of Province, City and varied Churches, the Women's University Clubs, the Social Clubs such as that of Toronto and the Alexandra of Victoria, the Women's Auxiliary in Church of England Dioceses, the W.C.T.U. in every centre of the country, the Young Women's Christian Association of a similarly wide nature, the Fraternal Societies such as the Ladies' branches of the Orange, Foresters, Maccabees, Sons of England and other organizations. Incidents of the year included an address by Gustave A. Blumenthal in Montreal (Jan. 18) where he stated, after 20 years residence in Australia, his opinion that Woman's Suffrage there had proved an absolute failure—neither women juries nor women Mayors, nor women in other capacities having "made good." F. A. W. Gisborne of Tasmania (*Empire Review* for May) described the exact Australian situation as follows: "At the last Federal elections there were, approximately, 1,130,000 male and 1,020,000 female voters. Of the former some 68 per cent. and of the latter almost 57 per cent. actually voted. At the two previous elections only about 44 per cent. of the women voters could be induced to go to the polls, and electioneering agents loudly bewail the difficulty, still experienced, in coaxing reluctant ladies to discharge their civic duties." He alleged that, so far, the Labour party had benefitted chiefly from the situation and that the moderate section, or better class women, refrained from voting. On Jan. 26, the Manitoba Grain Growers Association, meeting at Brandon, endorsed the policy of "votes for women on equal terms with men" and the Trades and Labour Council of Edmonton (Feb. 5) passed a Resolution in favour of the movement.

IV. ONTARIO PROVINCIAL AFFAIRS

The Whitney Administration during 1912

Ontario public affairs continued during this year to bear the dominating stamp of Sir James Whitney's personality. He was first in the Government, first in the House, first in the Province, so far as politics and administration were concerned. He was the controlling factor in the various important matters of legislation which came up during the year—the arrangement for granting $5,000,000 for New Ontario development and the Grant of $1,000,000 for improvement of Highways; in discussions with the Ottawa Government as to proposed Federal aid to Provincial Agriculture and Highways and the T. & N. O.; or in announcements as to Temperance policy and other subjects at issue between the Parties. The Press delighted in stories of his frank utterance and direct method of dealing with public matters. When Joseph Fels, the Single-Tax advocate, visited the Premier on Jan. 18th a tale of the interview was told in graphic terms. "He said that my Single Tax agitation and my Henry George philosophy were fakes and fads, and that little of his attention had been called to any holding up of land or speculating in land values that were of hurt to the Province." To a Labour deputation led by James Simpson (Jan. 19) which asked for the municipal right to tax land values, the Premier expressed the opinion that there was no general sentiment in Ontario in favour of the proposal. It was the entering wedge of the Henry George system; one that would result in general confusion and lead to a checker-board Assessment system throughout the Province. A number of other Labour proposals were presented.

On Mch. 3rd about 200 Tax reformers waited upon Sir James and claimed, in speeches by Mayor Hopewell of Ottawa, Stewart Lyon, Comptrollers Church and Hocken, Julian Sale and J. C. Forman to represent 62,500 people. They asked the Government to give consideration to Bills which had been submitted to the Legislature by J. A. Ellis (Cons.) and N. W. Rowell, Leader of the Opposition, and which were designed to give Municipalities local option, upon consent of the ratepayers, to lessen the taxation upon improvements and increase it on land. In reply the Premier referred to the importance of the subject, the divergence of views expressed by the speakers, the absence of public endorsation. "Two things have occurred to me while listening to the arguments put forward to-day," said Sir James. "It is not fair that any owner of unimproved land should be allowed to hold it to the detriment of other holders of land in the vicinity who have improved their land and that, whatever we do about taxation, we should not do because Alberta does it, or because it suits Vancouver." The subject must be studied and, meanwhile, the Delegation

should lay its views before an Assessment Committee of the Legislature which would meet in the Autumn.

The Premier received a Dominion Alliance Delegation on Feb. 14 which urged abolition of the bar, the treating system and Club licenses. In view of hostile expressions at their Convention of the previous day and because of the Premier's belief that the Government was doing everything possible to enforce and improve the Liquor laws and to keep pace with public opinion in this regard, their reception was not very cordial and resentment was expressed, publicly, by President Gibson. As a matter of fact not much satisfaction was given the Deputation by Mr. Rowell either. Mr. Hanna, Provincial Secretary, took strong exception to certain statements made at the Convention: "When the Government came into power," he said, "there were bars on practically all the boats running into Toronto Harbour. These had been removed, except in cases where boats touched both Canada and the United States, which the Government could not control. With regard to liquor on trains, the Grand Trunk had confined the use of liquor to the man who was actually at his meal in the dining-car. As to the law being poorly enforced in border towns, the people of Sault Ste. Marie and Sarnia declared that they had never had as good enforcement of the law as at present."

On Mch. 12th a Deputation was received from the Associated Boards of Trade of Ontario and the Premier promised consideration of requests which included extension of the T. & N. O. Railway to Hudson's Bay, Georgian Bay and Toronto; establishment of a Prison Farm in Northern Ontario; development of a Government-owned system of radial railways in old Ontario to feed the T. & N. O.; appointment of a Commission to carry out the Government's policy for the development of the Clay Belt. Replying on Apl. 25th to certain requests of the Ontario Executive of the Trades and Labour Congress Sir James pointed out that more Factory inspectors were not needed. "Local inspectors in each industrial centre would not be so efficient as the present method of inspection; the best service is obtained from District inspectors. Ontario has at present nine inspectors for as many Districts." To the request for legislation debarring Orientals from hotel employments he expressed the belief that none were so employed in Ontario; as to the 8-hour work shifts proposal where work was carried on consecutively for 24 hours he considered it "very desirable"; concerning the suggestion to tax improvement values at a lower rate than land values he said it was "an economic question" upon which he did not "care at present to express an opinion"; as to the request for up-to-date safety appliances for live-wire and electrical workers, he said it had been under consideration for some time. "It may be necessary to require medical examination of all men proposing to engage in this work, and if found to have any organic disease, particularly heart trouble, they should be debarred from that employment."

A large Delegation from New Ontario on June 21st waited on the Premier and Government and, in reply to their chief request—

for more Railways—were told that the Government would expend with great care and in various ways the $5,000,000 loan which they were about to raise for that country and Sir James declared the time might come when the strict existing rules against bonuses to Railways would have to be relaxed. The Grand River Improvement League of Brantford asked on Aug. 21st for an investigation of the practicability of conserving the waters of the Grand River and averting the floods which had lately affected Guelph, Galt, Paris and Brantford. They were told by the Premier that such an inquiry should be wide in character and would probably be very expensive. He did not promise anything. Toward the close of the year the Premier and Dr. Pyne, Minister of Education, spent a month abroad and on their return found the Tax question in rather a lively condition.

The Legislative Special Committee on Assessment had been sitting for some time hearing various views and, on Dec. 20th, Sir James opposed the suggested Bills of J. A. Ellis and the Opposition Leader and these were afterwards voted down. He declared that the complaints made were distinctly traceable to inefficiency in officials and not to faultiness in the Act. Bills such as those mentioned were entirely unnecessary and savoured strongly of Single tax—"a drastic remedy proposed for an evil which does not exist." The local option system did not meet with the Premier's favour. "I am convinced that there is no demand for it. Is there any reason why an old, long-established community like Ontario should be frightened out of its wits because some new community is adopting a new scheme of taxation? I think the Committee would do well to work, however, towards the raising of the exemption from business tax. It is clear that the high cost of living demands this. The exemption of farm lands in towns and villages should be modified."

Quite a stormy discussion followed in certain quarters and the Liberal press naturally made the most of it. The Ottawa *Citizen* (Cons.) attacked the Premier on Dec. 21 for alleged coercion of the Committee and declared that the Premier's statement as to the absence of public sentiment in favour of a change was amazing. "The Boards of Trade in many cities have expressed themselves as favouring it. City Councils have adopted resolutions in favour of it. The Canadian Manufacturers' Association urge the reform. The Dominion Grange, representing the farming community, strongly favours it. Several hundred rural municipalities have already signified their wish in the matter. Practically all Labour unions have petitioned for it and the newspapers are almost unanimous for it, irrespective of political leanings." The Ottawa *Journal* (Ind. Cons.) of Dec. 24 supported Tax reform ideas and the Hamilton *Herald* (Ind.) stood for a part of the proposed change while the Executive Committee of the Canadian Manufacturers' Association issued a statement on Dec. 26th describing the existing Act as "unjust, inequitable and thoroughly unsatisfactory" and declaring that "under the present system of assessing buildings at value, manufacturers and other owners of property find that in proportion as they improve their premises from

the standpoint of appearance, health of employees, and other factors of interest and value to the general community, their assessment and taxes are increased."

As to the attitude of *The Citizen* Sir James declared, in an interview on Dec. 24 that its owner, W. M. Southam, had been attacking him openly and secretly for two or three years. "The assistance given him by me to enable him to get his Taxation scheme before the Legislature, and the manner in which he repaid it, would make interesting reading, but let that suffice. I wish to protest, as vigorously as I can, against his treatment of the Conservative members of the Assessment Committee. He says that I 'played the big boss act' and that the 'Conservative members fell into line.' This is an absolute untruth and slander. The Report would, I am quite certain, have been the same had I been a thousand miles away." Other Deputations and other matters came before the Premier but they are dealt with according to subjects. Everyone was told by Sir James in unmistakable terms, and without fear or favour, what was the Government's attitude in the premises. They might not like the result of their inquiries but, as a rule, they had no periods of suspense, or doubt, or "careful consideration" to go through.

Of the Ministers, the Hon. W. J. Hanna, Provincial Secretary, had, perhaps, the most varied matters to deal with during the year. First in public knowledge was his administration of the Liquor laws. His Report for 1912 (Apl. 30) showed shop, tavern and other licenses totalling 1,872 as against 1,967 in 1910-11 and 2,745 in 1905-6. The revenue from licenses, transfers and fines was $424,114 and the amount paid back to the municipalities was $344,320. The commitments for drunkenness totalled 6,613 as against 5,827 in the preceding year. As to this subject and similar matters of administration, the Toronto Methodist Conference on June 17 paid high tribute to Mr. Hanna: "We desire to express our appreciation of the action of the Ontario Government and, especially, of Hon. W. J. Hanna, in placing on the Statute Book of the Province the recent amendments of the Liquor Act, making the enforcement of Local Option easier and more effective. Mr. Hanna's efforts along the line of Prison Reform and other phases of humanitarian effort are also worthy of the highest praise."

Kindred matters under Mr. Hanna's supervision were Prisons and Reformatories as to which the total commitments in 1911 were 15,272 compared with 13,687 in 1910 and 8,280 in 1902 and including 1,600 women with 12 girls and 91 boys under 16 years. There were 508 insane persons sent to gaols. The Hospital for Feeble-Minded, Orillia, and the Hospital for Epileptics, Woodstock, were under his supervision and the work of J. J. Kelso, Superintendent of Neglected and Dependent Children, was given every possible support—a work which included the Industrial Schools and the Children's Aid Societies all over the Province and was marked by the annual Report of Miss Helen MacMurchy as to Feeble-minded women and children in particular. The Hospitals for the Insane, etc., had 5,640 inmates at the close of

1911 and there was a record of 226 undesirables deported. Mr. Hanna's annual Report on Hospitals and Charitable Institutions (Sept. 30, 1912) showed a total number under treatment of 64,559 in 240 institutions with a Provincial grant of $212,901 and total receipts of $1,635,475. The near completion of the magnificent General Hospital in Toronto was the event of the year in this connection. As Registrar-General, Mr. Hanna had births, marriages and deaths within his purview and the figures (Dec. 31, 1911) were, respectively, 57,235, 25,807 and 34,341—the deaths showing a considerably smaller increase than the births. The Fees received by the Office of the Provincial Secretary totalled in 1911 $321,553 and the Letters Patent and Licenses issued numbered 1,211.

The Commissioners for the Queen Victoria Niagara Falls Park also reported through Mr. Hanna concerning a large territory around the Falls and the important problem of Power rights and Scenery preservation. Elaborate statements were made in this document (year ending Mch. 31) as to the effect of existing rights and contracts. "The abstraction of water from the Niagara River for commercial or other purposes involves two distinct and separate conditions; first, the injury that may result to navigation by lowering the water levels of the Great Lakes system and, second, the effect such abstraction will have on the scenic features of the two great Cataracts at Niagara Falls." As yet there was no appreciable injury to navigation. In the matter of scenic effects the recession of the rock at the crest of the American Falls was causing substantial injury. The diversion of water from the Great Lakes for the Chicago and other Canals was another matter. It had already lowered the Lake levels three to four inches and if the current proposals were granted would cause "incalculable damages" to the Falls as well as to Navigation.

To the matter of Public Health, Mr. Hanna devoted much attention. A Deputation regarding feeble-minded school children and the desirability of providing them a separate institution were told on Mch. 8th that the subject was receiving the most careful attention. Meanwhile the Minister had been entrusted by the Government with the preparation of plans for an organized and general treatment of health and sanitary conditions and, on June 7th, preliminary arrangements were announced. The Province was to be divided into seven Districts with headquarters as follows: No. 1, London; No. 2, Palmerston; No. 3, Hamilton; No. 4, Peterborough; No. 5, Kingston; No. 6, North Bay, and No. 7, Fort William. To each of these Districts a medical man was to be assigned as District Officer of Health with complete supervision and responsibility under the Provincial Department. The Officers on taking office would be required to pass an examination as to their qualifications for the work; for this the University of Toronto had already laid out the course. Six of the new officials were shortly afterwards appointed—subject to passing the prescribed course of studies—as follows: Dr. B. Bentley, Sarnia; Dr. T. J. McNally, Owen Sound; Dr. D. A. McClenahan, Water-

down; Dr. George Clinton, Belleville; Dr. P. J. Maloney, Cornwall; Dr. R. E. Wodehouse, Fort William. The Chief Health Officer for the Province was Dr. J. W. S. McCullough.

Considerable improvements were effected in the Training School for Nurses in connection with Hospitals for the Insane; a new and improved institution of the latter kind was underway at Whitby with accommodation for 1,200 patients; plans were prepared for tile drainage systems to convert into fertile soil upwards of one hundred acres of swamp land that had been running to waste for generations on the Provincial Asylum's farms at Brockville, Orillia and Whitby; a Special Report was prepared under the Provincial Secretary's instructions as to the outbreak of Typhoid fever at Sarnia in 1911; an elaborate statement of sanitary and other conditions throughout the Province in the calendar year, 1911, was issued by the Provincial Board of Health of which Dr. Adam Wright was Chairman. Dealing with some of these humanitarian elements of progress in Ontario during the past seven years Dr. Edward Ryan of Kingston at the Edmonton meeting of the Canadian Medical Association said: "I must not close this short reference without paying my tribute to the man who for us in Ontario made this work possible. The Hon. W. J. Hanna led the way in this great departure, and by his wisdom, his courage and his successful labours in this and kindred fields, his name will be forever cherished in the grateful hearts of a grateful country."

Not the least branch of the work thus eulogized was the Prison Farm idea which Mr. Hanna had been working out at Guelph and, in a new development during 1912, near Fort William where about 1,000 acres were being cleared and made available for production by prison labour. The Guelph project involved a series of orderly industrial enterprises and a practical experiment in general agriculture. The Farm covered 840 acres and had an immense supply of stone for building, for lime and for cement, with areas equally adapted to fruit-growing, to grain and to stock-raising. Costing $110 per acre its land would in 1912 have readily sold at $200 per acre. It had in that year 290 prisoners who were working toward better things personally while making their labour also productive and useful to the public. During this year, as in previous ones, the Ontario Motor League did its utmost to obtain from the Government an Amendment of the law requiring United States motorists to take out a license in passing through the Province. A Deputation on Dec. 11 asked Mr. Hanna for various changes in the interests of motorists and, chiefly, for reciprocity of motor-car licenses between Ontario and Quebec and Ontario and New York State. The Minister favoured an arrangement with Quebec but did not like the idea of American cars tearing up Ontario roads from Detroit to Buffalo. Meantime there had been persistent rumours as to the Provincial Secretary resigning to accept the Chairmanship of the Dominion Railway Commission. Sir James Whitney on June 27 stated to the press that these rumours were not at all surprising. "Mr. Hanna's work as a member of the Provincial Government could leave no doubt as to his fitness for the position.

However, the importance of that work and his interest in it have decided him to remain with the Province."

The Department of Agriculture continued, under Hon. J. S. Duff as Minister, to develop various lines of work. Sir James Whitney announced on June 7th that this Department and that of Education would increase by eight the Districts in which graduates of the Ontario Agricultural College were appointed to assist and direct agricultural work and methods and to teach agriculture in the High and Continuation Schools and Collegiate Institutes and would further extend the operations of three existing Districts—making a total of 30 in operation. A little later it was announced that three Universities in the Province would establish a new degree of Bachelor of Science in Agriculture (B.Sc.Agr.). The Course would extend over four years, two to be spent at a University and two at the Agricultural College at Guelph. Those who qualified would be able to teach both science and agriculture in a High or Continuation School or a Collegiate Institute. The appointment of J. F. Whitson to look into conditions and supervise Government road-making in Northern Ontario resulted in the Department receiving information of much new agricultural land there and plans were prepared during the Summer for starting Live Stock Improvement Associations throughout that country. On Sept. 15th a special car was sent through the Province containing samples, etc., calculated to make known the agricultural resources of New Ontario. Meanwhile, on June 18th, Mr. Duff had announced that Ontario's portion of the Dominion grant for Agriculture—$175,753—would be expended as follows:

A new Field Husbandry building at Guelph Agricultural College, $40,000; Salaries of new District representatives, $21,000; Extension of the Poultry work at Guelph and installation of a 2,000 egg-incubator, $10,000; Purchase of a small herd of milking Shorthorns from England for the Ontario Agricultural College, $12,500; Fruit market development in the West, with Ontario Horticultural Exhibition and orchard prizes, $9,000; Short courses in Stock raising and Seed improvements, $7,000, and Eastern Ontario Live Stock Building, $10,000.

Agricultural Exhibition buildings at Fort William, Port Arthur, London and Windsor, $10,000; Public school gardens, etc., $10,000, and Field drainage work demonstration at Ontario Agricultural College, $5,000; Live Stock improvement in Northern Ontario, $5,000; Women's Domestic Science Institutes, $3,500, and Dairy farm survey in Ontario, $2,000; Western Ontario Creamery instructor, $1,500; Soil tests throughout Ontario, $500; More land for the Ontario Veterinary College on University Avenue, Toronto, $25,000, and Miscellaneous experiments, $3,733.

The Department issued many publications during the year calculated to extend the practical knowledge of farmers. The Report of the Agricultural Societies contained a statement in President J. V. Simmons' address that the use of good seed by the farmers would increase the ordinary yield by 5 bushels an acre. "I believe it is quite possible, through the use of suitable varieties and clean plump seed, to accomplish this end. The year before last our field crops in Ontario were valued at $205,000,000. An addition of five bushels per acre would mean 25,000,000 bushels additional which might be

valued at, say, $20,000,000, all of which might be considered profit." Another Report published the result of Field Crop Competitions and Prize Winners in 1,800 cases and covering 28,000 acres. Elaborate Reports were also issued of Live Stock Associations and their work; the Farmers Institutes reported for the year ending June 30 an attendance at regular meetings of 86,460 with special meetings attended by 93,761 persons and lectures given by the staff of the Guelph College to 18,000 persons; the Women's Institutes reported much good work and 700 branches with 20,861 members, 5,900 monthly meetings and speakers furnished by the Department for 1,100 special meetings with a total attendance of 177,342.

Agricultural education was further extended into the rural schools of the Province. Under the auspices of the Department and with the co-operation of the Guelph College and the Education Department, 15 schools had qualified in 1910 for grants in school gardening; in 1912 there were more than 100 which had systematic instruction in agriculture and practical work in school gardens. Elementary Agricultural Science was taught in connection with Chemistry in all of the 284 High and Continuation schools of the Province. Nature study and science work were provided at the Normal schools, while a special year's course for teachers was offered at the Guelph College with 100 graduates a year. In 1911 the Agricultural College had an attendance of 1,557 students. Reports were published for the Dairymen's, Corn Growers, Bee-Keepers, Fruit Growers, Vegetable Growers and Horticultural Associations. The Ontario Veterinary College progressed under the support of the Department while the Ontario Agricultural and Experimental Union did a variety of useful work. Special pamphlets were issued dealing with Cheese and Butter making, Farm, Forestry, Ice-cold storage on the Farm, Peach-growing, Cabbage-raising and Grape-growing. A Municipal Bulletin of much value gave carefully compiled statistics in that connection while Agricultural statistics were fully dealt with through the Bureau of Industries working under the Minister of Agriculture. The Inspectors of Factories for the Province reported to the same Department.

During 1912 Mr. C. C. James, C.M.G., after 20 years of valued service as Deputy Minister of Agriculture, retired to become a Commissioner of Agriculture at Ottawa. On the day of giving up his duties (Feb. 28) he was presented by Hon. Mr. Duff, on behalf of the outside and inside representatives of the Department, with a gold watch and chain and locket and cuff-links set with diamonds. W. Bert Roadhouse, Secretary to the Minister, was appointed his successor with C. F. Bailey, B.S.A., Live Stock Specialist, as Deputy Assistant Minister having supervision of the outside work of the Department. In January, also, N. B. Colcock in charge of the Department's Immigration Office in London resigned and H. A. Macdonnell of Chatham was appointed Director of Colonization in place of Donald Sutherland who, in 1911, had been elected member for South Oxford. The latest published Report of this Department (April, 1913) was for the year ending Oct. 31, 1911, and it reviewed the work done during that

period—the issue of 210,000 Bulletins dealing with agricultural subjects and of 274,800 Reports of the nature already indicated. The net total of Immigration for the year mentioned was stated at 9,029.

The Department of Lands, Forests and Mines had most important work to do during the year and its Minister, the Hon. W. H. Hearst, was kept busy administering his Department and expressing in optimistic terms his hopes for Northern development and his belief in Northern resources.* At the banquet of the Associated Ontario Boards of Trade (Feb. 22) the Minister was enthusiastic upon this subject: "The possibilities of the North have been scarcely scratched. The prospector's pick is yet destined to bring to light a score of Cobalts and Porcupines. Porcupine itself has barely revealed the secret of its vast wealth. Before long a mighty stream of yellow metal will flow steadily to the older Province. The agricultural prospects are fully as promising and twenty million acres of arable land in the great Clay Belt challenge competition with all Canada. The Canadian Northern and Grand Trunk Pacific Railways are providing two great arteries and in a short time the flood of settlers will be diverted from the steady Western rush into a part of the Dominion where prospects are just as promising." During July Mr. Hearst, with Dr. Réaume, Minister of Public Works, and Mr. Duff, Minister of Agriculture, visited New Ontario along the whole of the T. & N. O. Railway and over part of the National Transcontinental. Impromptu meetings were held for the Ministers at Cochrane, Cobalt, Haileybury, Englehart and other places and the burning question of good roads fully discussed. Mr. Hearst announced on his return (July 27) that the Government was considering the opening of Lorraine and Coleman Townships for settlement. On Aug. 2nd he stated that 4,000 acres of land in the Gillies Limit, east of the Montreal River, would be opened on Aug. 20th to prospectors. "The Department," he said, "has no information that would justify us in putting this territory up for tender in view of the experience of the past."

On Sept. 10th Mr. Hearst, accompanied by Hon. J. S. Duff and Dr. Pyne, Minister of Education, left Toronto for a trip through that part of Northern Ontario extending from the head of the Lakes to the Manitoba boundary. The Ministers were banquetted at Dryden on Sept. 12th, Kenora was visited on the 13th, two days were spent in Winnipeg, Fort Frances was reached on the 17th and Emo, Port Arthur and Fort William on the following days. On his return (Oct. 5) Mr. Hearst told the press that the Rainy River country was well wooded and contained a large percentage of very valuable timber, in addition to a tremendous quantity of pulpwood; and that the soil resembled very closely the deep black loam of the Western plains. "It is marvellously productive and particularly suited to the growing of roots and vegetables, grain and clover." The Bureau of Mines, attached to this Department, issued its usual elaborate Report in 1912, for the year ending Dec. 31, 1911, under the direc-

* NOTE.—In the Supplement to this Volume will be found an able presentment by Mr. Hearst of New Ontario conditions.

tion of T. W. Gibson, Deputy Minister of Mines. The Mining industry of Ontario was reviewed at length and in great detail; mining accidents and the operation of existing mines were described by E. T. Corkill; A. L. Parsons and A. G. Burrows made their second Reports upon the Porcupine gold region and W. R. Rogers dealt with its water powers; the Swastika gold area, the West Shining Tree District and the gold area of Cripple Creek were described as was the geology of the Detroit River area. Dr. Willet G. Miller, Provincial Geologist, dealt in a special publication with the new District of Patricia.

It may be added that the Mining revenue for year ending Oct. 31, 1911, was $798,920, the Mining lands sold and leased realized $70,756, Miners' licenses brought in $211,768 and Royalties $285,913 while the Profit tax on mines (in excess of $10,000) realized $176,314. The Mining Companies incorporated in 1911 numbered 213 with an aggregate nominal capital of $215,640,000. The latest available Report for this Department (Oct. 31, 1911) showed a sale of 118,573 acres of Crown Lands for agricultural purposes at $159,889 and the locating of 1,568 applicants upon 224,042 acres of free farms. The revenue of the Department was $2,710,242 of which $2,151,258 came from woods and forests. At the close of the year the Minister appointed Prof. E. J. Zavitz, a well-known authority on the subject, as Provincial Forester, with a special view to systematic conservation of the timber of New Ontario—not only by careful restrictions upon lumbering, but through the elimination of careless methods that paved the way for fires and their accompanying heavy losses. On Dec. 20th, Mr. Hearst was entertained at a banquet at North Bay with Hon. F. Cochrane, Senator George Gordon, J. L. Englehart and others present. The keynote of the speeches was good roads, and the Minister promised that roads leading to North Bay would receive attention from his Department.

The Hon. R. A. Pyne, Minister of Education, had the usual important range of subjects to deal with during the year and, in meeting them, had the effective aid of his Deputy, Dr. A. H. U. Colquhoun. Decentralization of school control, increased salaries and improved training for teachers, more and better Normal Schools, effective support to the University, were the broad outlines of a policy dealing with what the Departmental Report for 1911 (Calendar year) showed to be an enrolled school attendance of 520,255, teachers numbering 10,542 and Receipts of all kinds totalling $12,496,643. The Minister opened the Victoria School at Berlin on Jan. 12 and on Mch. 12 received a Deputation which claimed that the High School Act allowing County pupils to attend High Schools in cities and towns at a lower rate than the City pupils was an injustice. Consideration was promised though Dr. Pyne pointed out that County pupils had to meet the extra expense of train fare and travelling to the centres concerned. It was announced on Aug. 12 that the Normal School grounds and buildings in Toronto would be offered for sale and, toward the close of the year, the Department moved from this old-

time home of Provincial Education to a new wing of the Parliament Buildings. The Minister visited Northern Ontario in September and stated that Dr. Colquhoun, Deputy Minister, would be appointed to investigate and report upon conditions there. The Bi-lingual school agitation was a subject requiring the Minister's attention during the year and it is fully dealt with elsewhere. Early in October Dr. Pyne issued a request to the School Boards of the Province that the death of General Brock on Oct. 13th, 1812, be properly commemorated by calling the children's attention to his qualities as a soldier and statesman. During Dr. Pyne's absence in England, Hon. W. H. Hearst was Acting Minister and he intimated on Dec. 7 that a new text-book, the High School Composition, would retail for 18 cents in place of old rates which had varied from 40 up to 75 cents. Appointments of the year included R. W. Anglin, M.A., as Secretary of the Department; D. J. Goggin, M.A., D.C.L., as General Editor of Text Books; R. W. Murray, B.A., as Head Master of the Normal School, Toronto.

Important work in this Department was done by W. R. Nursey as Inspector of Public Libraries and his Report for the calendar year, 1911, showed a marked development in Library extension; in the encouragement of poor and weak Libraries or the establishment of new ones; in the increased circulation of Travelling Libraries from 169 in 1910 to 243 in 1911 with 14,000 books on the wing; in the aid given to Library Institutes and a Summer Library School. The Free Public Libraries on Dec. 31, 1911, were stated as 136 with 955,727 volumes; the Public Libraries numbered 228 with 446,556 volumes. To the meeting of the American Library Association at Ottawa (May 26-June 2) the Department paid the expenses of representatives from a number of Ontario Libraries. The proceedings were important and the results valuable. The Advisory Council of the Minister of Education—partly appointed and partly elected—was chosen in 1912 as follows:

Appointed for	Name.	Address.
High School Teachers	Gilbert A. Smith, M.A.	Toronto.
High School Teachers	Arthur P. Gundry, B.A.	Strathroy.
Public School Inspectors	N. W. Campbell, B.A.	Durham.
Public School Inspectors	T. A. Craig	Kemptville.
Separate School Teachers	John J. Rogers	Lindsay.
Ex-officio Member	John Seath, LL.D.	Toronto.
Ex-officio Member	R. A. Falconer, D.D., LL.D.	Toronto.

Elected from	Name.	Address.
University College	Maurice Hutton, LL.D.	Toronto.
Trinity College	Rev. Provost Macklem, D.D., D.C.L.	Toronto.
Victoria College	Prof. J. C. Robertson, M.A.	Toronto.
McMaster University	A. L. McCrimmon, LL.D.	Toronto.
University of Ottawa	Rev. A. B. Roy, O.M.I.	Ottawa.
Queen's University	John Matheson	Kingston.
Western University	N. C. James, M.A.	London.
Public School Teachers	Harriet Johnston	Toronto.
Public School Teachers	James D. Denny, B.A.	Ottawa.
Public School Teachers	T. A. Reid	Owen Sound.
Public School Teachers	R. F. Downey, B.A., B.Pæd	Peterborough.
School Trustees	John H. Laughton	Parkhill.
School Trustees	J. J. Morrison	Arthur.

Two of the most important subjects coming under the supervision of the Minister of Public Works—Hon. J. O. Réaume—were the

T. & N. O. Railway and the question of Road betterment. The Report of the Railway Commission for the year ending Oct. 31, 1911, showed a main line mileage of 252·8, branch lines of 41·34 and yards and sidings of 84·49 or a total mileage of 379·63. The operating revenue was $1,780,964 and operating expenses $1,181,998; the amount paid to the Treasurer of Ontario was $515,000. A Report was published by the Commission—J. L. Englehart (Chairman), Denis Murphy and Frederick Dane—during the year prepared by J. G. McMillan and dealing with the Geology of the area along the line of the Railway. On Jan. 3rd a Deputation waited upon the Premier and Dr. Réaume to ask for the extension of the Timiskaming and Northern Ontario Railway from Porcupine to a junction with the Canadian Northern line at its terminus near Ruel. They claimed that the construction of this seventy-mile stretch of track would bring the Porcupine gold camp eighty-eight miles nearer to Toronto, and incidentally bring Sudbury and its surrounding district in close touch with the camp and a hundred miles nearer by rail to Northern Timiskaming and the Transcontinental. A tender was accepted on Mch. 21st for the construction of the 30-mile Earlton and Elk Lake branch and the first train was run on Dec. 23rd; and on May 20 new freight rates went into force between Toronto and Porcupine involving conspicuous decreases on first class freight.

Throughout the earlier part of the year considerable discussion took place over the effort to obtain and to grant the Federal subsidy, usually given to Dominion lines, to the T. & N. O. As to Roads the Provincial Engineer of Highways, W. A. McLean, reported to the Minister that during 1911, 18 Counties were constructing highways under the Provincial Act at a total expenditure for the year of $712,072 with the Government contributing one-third. Between 1902 and 1911 $3,402,602 had been thus expended of which $1,134,200 came from the Government. The Minister had charge of the important Road proposals and amendments to the Act in the Legislature of 1912. As to this Dr. Réaume told the Good Roads Association on Feb. 27th that "some years ago we voted the sum of one million dollars for good roads. Over $900,000 of that has already been spent; and we have just brought a Bill into the House providing for another million to meet obligations where the good roads are already started and to be prepared for those who in the future will undertake this work." The Report of the Minister for 1911—published in 1912—dealt with the construction of a new Government House and an Ontario Government Building in London, England, additions to the Parliament Buildings, construction of the Prison Farm at Guelph and of many steel bridges and wooden bridges on Colonization roads, the building of new trunk roads in the Porcupine district, construction of various Hospital buildings.

The Game and Fisheries Department reported to the Minister of Public Works and their Report of Oct. 31st, 1912, covered conditions in that year. The Superintendent (E. Tinsley) stated that "with few exceptions the licensed fishermen of the Province have respected

the conditions of their respective licenses which augurs well for the future. Those few failing to do so have received much-needed and costly lessons which I trust will not have to be repeated. I also have great pleasure in reporting that, as a rule, the tourists are more disposed to act in accordance with the conditions on which their angling permits are issued. The net fishermen, as well as the anglers, are evidently realizing that a strict observance of the laws and regulations is imperative, to enable the Government to succeed in their strenuous efforts to perpetuate and improve one of the most valuable assets of the Province in the interests of present and future generations." In this connection Mr. A. Kelly Evans, as Special Commissioner, reported very fully to the Government upon general conditions and advised a scheme of re-organization for the protection of fish and game: "The situation is bad to-day," he said. "In a few years, if matters are not meanwhile improved, it must inevitably be worse, if not altogether irreparable."

A Deputation waited upon Dr. Réaume on Dec. 18th and asked for the construction of a concrete trunk road between Toronto and Hamilton—the two Cities giving one-quarter of the cost, the Counties concerned another quarter and the Government one-half. The Provincial Bureau of Labour was within the jurisdiction of this Department and its Report for 1912 showed five free Employment Bureaus which provided situations for 1,293 persons in 1911; the construction of 25,330 new buildings in the Province costing $60,390,-017; the municipal expenditure of $7,614,496 upon roadways, bridges, etc., and of $3,714,988 on sanitation and sewers; the control of Public Utilities by cities, towns, villages and townships totalling $43,402,064 in value and of which waterworks were responsible for $28,000,000 and electric lighting for $10,000,000. In 818 industrial establishments the average wage rate was reported as $495.10 per year and $1.74 per day as compared with $467.80 and $1.64 in 1910.

Of the other Ministers and Departments the important office of Provincial Treasurer was held by Hon. A. J. Matheson whose unfortunate illness prevented him from filling his usual place in public affairs. He announced on Apl. 20th that the Government had issued a loan through the bonds of the Province for $2,210,000 of which $2,000,000 was for general purposes and the balance for a final payment on the purchase of certain lands and limits in Algonquin Park; on June 5th $1,000,000 out of the $5,000,000 authorized for Northern Ontario purposes was issued through the Bank of Montreal at slightly above par. During July and August Mr. Matheson was in England and took occasion, with Lord Strathcona's aid, to press upon the Imperial authorities the placing of Provincial securities upon the Trustees List. At this time the securities on the Trustee List included Crown Colonies and other territories where the Crown had, or exercised the right, of vetoing measures that might be thought injurious to the credit of the communities concerned. The English railways and municipalities were also included in the List and the privilege involved the investment of large sums of money. In the presentation

of the Budget speech and the general administration of the Department, Hon. I. B. Lucas, Minister without Portfolio, relieved Colonel Matheson. He took, also, great interest in proposed Telephone legislation and went to England during the Summer to inquire, for the Government, as to public ownership operations there in this connection. To *The Globe* on Sept. 14 Mr. Lucas gave it as his opinion that Ontario had little to learn in that direction. He did not approve of competitive Telephone systems and, while Government ownership of trunk lines was most desirable so far as Ontario was concerned, that matter was largely within the jurisdiction of the Dominion Government as the Bell Telephone Company was a Federal corporation.

The Hon. J. J. Foy, K.C., Attorney-General, had supervision of the Ontario Provincial Police Force, the Division Courts, Registry Offices and Insurance. To him was submitted the Report of the Municipal Auditor of the Province and the statements of the Loan Corporations. The Attorney-General's policy in carrying the case of the Province against the Canadian Niagara Power Co. to the Judicial Committee was rewarded with success. The action arose out of the interpretation of the contract between the Niagara Falls Park Commissioners and the Canadian Niagara Power Co. The Commissioners claimed that rental should be paid on the basis of the maximum, or peak load, at any time attained. The Company, on the other hand, maintained that payment should be made on the basis of the average quantity of power developed. The decision was given in favour of the Government and the Commission and gave the latter $133,000 more revenue a year. Mr. Foy announced, on July 8th, that the complete re-organization of the Ontario High Court with a consequent limitation of appeals—passed in 1909—would come into force on Jan. 1st, 1913.

Of the three important Commissions acting under the Government the Hydro-Electric is treated separately and the T. & N. O. has been dealt with above. The Ontario Railway and Municipal Board—James Leitch, K.C. (Chairman), A. B. Ingram and H. N. Kittson—reported direct to the Lieutenant-Governor for the calendar year, 1911, and showed 234 formal applications to the Board, with the validation of municipal debentures totalling $1,353,855, the approval or consideration of many important Railway plans and notably those of the City of Toronto and the Toronto and York Radial Railway. Mr. Leitch was the subject of considerable public criticism during the year and W. C. Mikel, K.C., of Belleville, went so far on June 18th as to say in a Toronto speech: "The Ontario Railway Board lacks municipal ideas and has failed to grasp the situation as they should. We do not want a Board which will give the Cities everything they ask." In the case of the Queen Street Car stub service in Toronto, the Board and the City were in pronounced conflict with each other. Toward the close of the year, Mr. Leitch was raised to the Bench and on Dec. 7th the appointment was gazetted of Donald M. McIntyre, K.C., City Solicitor of Kingston for 15 years, as member and Chairman

of the Board. Miscellaneous Government appointments during 1912 were as follows:

Registrar of Deeds for North Wellington	James Tucker	Peel Township.
Registrar of Deeds for North York	James D. McKay	Newmarket.
Police Magistrate for County of York	Thomas H. Brunton	Toronto.
Commissioner and Juvenile Court	John Edward Starr	Toronto.
Police Magistrate for Golden City and Porcupine	Gordon H. Gauthier	Porcupine.
Police Magistrate for and in Nipissing, Timiskaming, Sudbury and Algoma	Seigfried Atkinson	Haileybury.
Crown Attorney for Manitoulin	William F. McRae	Gore Bay.
Police Magistrate for St. Mary's	George D. Laurie	St. Mary's.
Sheriff of Northumberland and Durham	David J. Nesbitt	Brighton.
Registrar of Deeds for West Middlesex	Richard Dunlop	Napier.
District Crown Attorney for Sudbury	Robert R. McKessock	Sudbury.
Police Magistrate for Renfrew	Matthew Devine	Renfrew.
Police Magistrate for Provisional County of Haliburton	John H. Delamere	Mindon.
Registrar in and for County of Ontario	Horace Bascom	Uxbridge.
Sheriff of Waterloo County	Henry G. Lackner, M.D.	Berlin.
Registrar of Deeds for Haldimand	Philip R. Howard	Hagersville.
Registrar of Deeds for County of Bruce	Wm. H. McFarlane	Paisley.
Registrar in and for County of Simcoe	John F. Palling	Barrie.
Mining Commissioner for Ontario	T. E. Godson, K.C.	Bracebridge.

The 1912 Session of the Ontario Legislature

The first Session of the 13th Legislature was opened on Feb. 7th by Lieut.-Governor John Morison Gibson, K.C., with a Speech from the Throne which referred to the coming of the Royal Governor-General and to the Coronation of King George—at which His Honour, with Sir J. P. Whitney and Hon. J. S. Duff, officially represented the Province; mentioned the bountiful harvest and increasing enterprise and activities of the people; referred to the continued success of the Timiskaming and Northern Ontario Railway and to the Agreement with the Grand Trunk Railway which granted the latter running rights over the T. & N. O. for a yearly rental of $300,000 or one-half of the interest on the total construction of the Ontario Line; announced the beginning of construction on the new Central Prison buildings at Guelph with a large part of the work of construction performed by the prisoners who, in this connection, were treated as not unworthy of trust; stated that "the great scheme for the utilization of Hydro-electric power in the public interest has, after many vicissitudes, been accomplished and is now in full and successful operation in the western part of the Province, and steps are now being taken by my Government to extend the operations of the Commission to Central, Northern and Eastern Ontario."

The increasing output of silver and the promising prospects of gold production were mentioned and His Honour then referred to the very important work of practical demonstration carried on as to live-stock, dairying, fruit-growing and the growing of field crops, by the District representatives of the Department of Agriculture;

mentioned the completion of the new westerly wing of the Parliament Buildings and the pending completion of the additional northern wing; stated that contracts for the stonework and foundations of a new Government House—the old historic structure on the corner of King and Simcoe was pulled down during the year to make way for C.P.R. shops—had been let and that the sum arising from the sale of the old Government House would pay the cost of the new buildings and leave something for maintenance; announced that the Central Prison and Lunatic Asylum properties had been sold for the sum of $1,025,000; expected co-operation between his Government and that at Ottawa in relation to Agriculture and Immigration matters; spoke of the great importance of promoting development in New Ontario and promised immediate steps in that direction.

The first incident of the Session was the election of a Speaker to succeed Hon. Thomas Crawford and for this position Mr. William Henry Hoyle, Member for North Ontario since 1898, was unanimously chosen amid various expressions of popular approval. The Address was moved by David Jamieson of South Grey and seconded by Charles McCrea of Sudbury and, after considerable discussion, passed without division on Feb. 20th. The debate was marked by the first appearance of the new Opposition Leader, N. W. Rowell, K.C., and his maiden speech in the House was an excellent presentation of Liberal points of view with, however, occasional clashes between the speaker and the Prime Minister. The Address was, he declared, particularly notable for the absence of reference to the Hydro-Electric administration, to the question of a Federal subsidy for the T. and N. O. Railway, to the Manitoba-Ontario boundary question, to the amelioration of Liquor evils, and to the subject of Bi-lingual schools.

What, he asked, was the Government's policy regarding the proposal to place the Hydro-Electric in the control of a Cabinet Minister, or had the Government abandoned its position? Why, he continued, was no mention made of Bi-lingual schools? "In his election speeches the Prime Minister said there were none, but I find in the Public Accounts for 1910 three items of $1,700 each paid to Inspectors of Bi-lingual Schools. Is the Government paying three men as Inspectors of Bi-lingual schools, when there are none?" Mr. Rowell then read a newspaper statement purporting to come from the Attorney-General saying that there could not lawfully be any Bi-lingual schools in the Province and asked why the Government had been paying Inspectors for unlawful purposes! After congratulating the Government upon some features of the Hydro-electric policy and T. & N. O. construction the Opposition leader commented on the alleged Elk Lake telegram from the Prime Minister promising, three days before the Election, a Railway extension to that community; referred to the alleged need for immediate action in the Liquor question, Northern Ontario development and Tax Reform; and concluded, amidst laughter, by a brief reference to the omission of Woman Suffrage from the Government's announcement of policy.

Sir James Whitney in his reply paid tribute to the abilities and helpfulness of Mr. A. G. MacKay in the legislative work of the House and expressed his hope that the new Leader would have as useful a career; declared that the latter had great assurance to ask for immediate treatment by the Government of a Liquor problem as to which he himself had said he required four years to make up his mind; stated regarding Bi-lingual schools, that during the recent campaign he had made more definite statements in five minutes than Mr. Rowell had done during his life-time, and deprecated quotations from irresponsible newspapers. The Opposition Leader had asked why this and that "fiddle-faddle" which he favoured had not been put in the Lieut.-Governor's Speech; information as to policy in these and more important matters would be given by the Government when it was ready and not before. The Provincial boundary was under process of settlement but was not settled. Sir James gave a brief history of the question. Ontario had asked that its western boundary be extended to the Churchill River and follow the middle of the Churchill River to Hudson's Bay. Mr. Rowell's proposal was that the boundary should be extended straight north to the 60th parallel which would shut Manitoba out altogether from Hudson's Bay. "I'll never be a party to asking for such a manifest and savage injustice to any Province," declared the Premier. Ontario's proposition, he said, had been rejected by the Laurier Government which had also intended to shut this Province out even from Port Nelson. As to the Assessment law it would be remodelled in due course and the question of Tax reform given to a Commission. Some of the other speakers during the debate were Col. T. R. Atkinson, R. J. McCormick, Dr. James McQueen, James Thompson, Allan Studholme, J. W. Johnson, A. C. Pratt, Zotique Mageau, Napoleon Champagne and J. C. Elliott.

Sir James Whitney introduced the two most important Bills of the Session—the Boundary Act and the Grant of $5,000,000 for the development of Northern Ontario. These as well as his Hydro-Electric proposals are dealt with separately. The Premier also passed a measure regulating the hours of Street Railway motormen and conductors and providing that the maximum should not be more than six days in a week or ten hours per day. A minor, yet important Bill, provided for the appointment of a Commissioner to investigate conditions in the new District of Patricia. The position was offered to R. R. Gamey, M.L.A., and declined and Mr. J. W. Tyrrell was afterwards appointed. During the Session the Opposition repeatedly brought up the Elk Lake telegram and on Apl. 12 R. T. Shillington, the local Member, declared that the man on whose word had been based the statement of such a telegram being sent was quite untrustworthy. The Premier would neither admit nor deny the sending of the telegram in question. "For months before the election," said Sir James, "the question was, which was the better route? As soon as the question was decided those interested were informed. I admit cheerfully that it was only a short time, a month or six weeks, before the Election, that the decision was come to as between the different

routes. The decision was given by Mr. Englehart. The decision to build the Line itself had been reached a long time before."

The Assessment question was prominent during the Session, as were the Premier's views in the matter. Of the measures introduced that of J. A. Ellis (Cons.) followed largely the lines of the Saskatchewan Act and proposed to do away gradually with all assessments on improvements—subject to the vote of the property owners in each Municipality. The proposals of Mr. Rowell, Opposition Leader, were similar to those of A. E. Fripp, K.C., in the preceding Legislature and gave municipalities power by vote of the electors to fix a lower assessment or tax rate on improvements or exempt improvements entirely. Sir James Whitney dealt with the two measures at once on Mch. 27th: "So far as this Government is concerned, while we are here to use our judgment as to conserving and looking after the interests of the people, we will never give our consent to the piebald and checkerboard system of assessment which is the object of these Bills—we will never consent that every municipality shall deal with assessment matters as it pleases." A Committee would be appointed to inquire into the subject and the Bills be referred to them.

Mr. Rowell thought there was good in both Bills and declared that the shifting of taxation from improvements to land would make land for building more available, increase building and check the steady increase in rents, if it did not lower them. J. W. Johnson (Cons.) gave the view of those who believed in taxing buildings as well as land: "The object of municipal taxation is to safeguard person and property, to provide conveniences for buildings and those who use them. Land requires no protection, no expenditure; a bare town or city lot does not earn an income for its owner, but put, say, a $60,000 building on a lot situated in a progressive community, and forthwith revenue is created. That building needs insurance, for which its owner pays; it equally needs the service and protection that the community in which it is situated affords; should not the owner pay in taxes for this service and this protection as he pays the Insurance Company for the protection and service it bestows." The Assessment Committee as finally named by the Prime Minister was, in addition to himself, composed as follows:

Hon. J. J. Foy.
Hon. A. J. Matheson.
Hon. W. H. Hearst.
Hon. I. B. Lucas.
Hon. W. J. Hanna.
C. A. Brower.
Samuel Charters.
Henry Eilber.
J. A. Ellis.
E. A. Dunlop.
David Jamieson.
Henry Morel.
A. H. Musgrove.
George Pattinson.
R. F. Preston.
A. E. Ross.
G. W. Sulman.
A. B. Thompson.
Alexander Ferguson.
James Torrance.
A. H. Mahaffy.
J. C. Elliott.
N. W. Rowell.
T. R. Mayberry.
Damase Racine.
T. R. Atkinson.
W. R. Ferguson.
Thomas Marshall.

As elsewhere stated the Committee at its December sittings disapproved of the policy suggested by Messrs. Rowell and Ellis and accepted the Premier's view. During the Session many other measures were presented and discussed. Of the Government's Bills which passed the House, Hon. W. J. Hanna was responsible for several. An

Amendment to the Vaccination Act provided a penalty for refusal by a physician to order vaccination, for official refusal to issue a proclamation or for disobeying the order when issued. The Section providing that it is lawful for School Trustees to enforce the production of a certificate of vaccination before allowing children to attend school was omitted entirely. A new provision was enacted authorizing the Medical Health Officer, owing to the presence—or threatened presence of smallpox—to require a certificate of successful vaccination from pupils attending High Schools, Colleges and Universities. Another section made the Medical Health Officer and local Board of Health the authority as to requiring vaccination for pupils attending any school, public or private, primary or secondary.

His amendments to the Maternity Boarding House Act were directed to the greater protection of infants and enabling Municipalities to bring the Act into force without the formality of passing a by-law, and authorizing the Medical Health Officer to inspect any baby farm or maternity boarding-house at any time. The Act was made to apply to all places where maternity cases were received or infants born. The Motor Vehicles Act was also amended by Mr. Hanna so as to prohibit motor vehicles from passing a stationary street car instead of being allowed to pass at the rate of four miles an hour. A special penalty was attached for neglect to carry a license number; for persons racing on highways, or failure to stop in case of accident occasioned to other persons on the highway, or for neglect to carry lights at night. For the first offence the penalty was $50 or one week's imprisonment and for the second, $100 or one month's imprisonment. The limit of speed was raised to 15 miles an hour in Cities and towns and to 20 miles on country roads. Various amendments were made to the House of Refuge Act and the Provincial Secretary, at Mr. Rowell's suggestion, added a clause requiring all rules and regulations to be approved by the Inspectors of the Department. The Act was also extended into Provisional Judicial Districts.

Speaking in the House on Feb. 14th Mr. Hanna pointed out that Ontario's death rate from Tuberculosis was lower than in England, United States, Germany, Norway, Ireland, Servia and Austria; that the Provincial Government had responded to appeals from various localities and that the efforts put forth had resulted in a decrease in the annual death toll since 1905; that the grants made in the past ten years, to assist local Sanitaria in the care of tubercular patients, and to provide facilities for their treatment, were: For the five years, 1900 to 1905, $20,438; for the five years from 1905 to 1911, $160,073; total $180,511. In addition, the Government in 1907 had appropriated the sum of $1,000 for the purpose of a Tuberculosis Exhibit; in 1908 the amount was increased to $4,000 and had been continued each succeeding year. In 1911 the Government further appropriated the sum of $1,000 for a Public Health Exhibit in connection with the other Exhibit, and this appropriation had been renewed for the years

1912 and 1913. The death rate from Tuberculosis in Ontario in the year 1905 was 120 per 100,000 inhabitants; in 1910 it was 102.

A measure passed by Mr. Hanna divided Ontario into ten Health Districts with special responsibility amongst the Officers in charge for notification of all infectious diseases and the municipal care of indigent sick. He also amended the Liquor License Act so as to prohibit the storing of liquor in Local Option districts; empowering the Government to suspend the sale of liquor in vicinity of construction works; increasing maximum fine for infractions of the Act to $500; and making it an offence for a hotel-keeper or his employees to accept or cash a pay cheque. There was an interesting discussion and subsequent withdrawal of two Bills dealing with the marriage of imbeciles and the union of insane persons and criminals—Dr. Forbes Godfrey, seconded by Dr. McQueen—and Mr. Hanna expressed himself in favour of all possible restraints upon such unions. In reference to marriage conditions at Windsor and Detroit he declared that there should be compulsory residence in the Province for three weeks. An amendment to the Hospitals and Charities Act provided for the registration of all nurse graduates of training schools employed in such institutions. Into the Municipal Act, Mr. Hanna also introduced a provision for the imposing of indeterminate sentences on habitual drunkards. He presented for a 1st reading and for consideration by those concerned a general revision of the Municipal Act.

The Hon. W. H. Hearst presented a measure adding a section to the Algonquin National Park and providing that during the construction and after completion of any Railway passing through the Park, the Minister could appoint as many rangers, officers or guardians as he might see fit for the protection of fish, animals and birds, and of any other property or interest of the Crown or public therein, with the expenses incident to and connected with such service, including the salaries of appointees, to be treated as a debt to the Crown from the Railway Company and recoverable in any Court of competent jurisdiction. The Mining Act was also amended to provide an extension of time for doing development work if it fell due between November and April. Abandonment of a mining claim was to be posted in the Recorder's office ten days before operation and Jack pine not under timber license was to pass to the grantee of the mining claim. Sanitary provisions were made more stringent, and the responsibility for providing safeguards was placed upon mine-owners. Code signals were simplified. It was made an offence for anyone intoxicated or carrying liquor to enter a mine. Mine-owners could bring in water, drain adjoining lands, cut roads and tramways through adjoining locations on a compensation basis fixed by the Mining Commissioner. Employment of children under 14 about a mine was prohibited, while no boy under seventeen was to be employed underground. No girls or women were to be employed except in office work. No person under 20 was to have charge of a hoist carrying passengers, and no person under 18 to have charge of any other hoist.

Mr. Hearst also amended the Land Titles Act so that the owners of minerals on or under the surface of certain lands, registered under a preceding Act, must obtain registration in that respect as well as for the land. The new Judicial District of Timiskaming was also created out of the northern part of Nipissing with Haileybury eventually chosen as its County seat.

Measures presented by Hon. Adam Beck dealt with varied phases of the Electric Power situation. Provision was made for a general extension of the work of the Commission with greatly enlarged powers and for the proper recognition in a financial way of the services of the Chairman—$6,000 a year. This policy met with unqualified public approval. The Hon. A. J. Matheson carried an Act providing a Government guarantee of University of Toronto bonds for $300,000—the University contribution to the construction of the new Toronto General Hospital. Hon. J. J. Foy had a measure forbidding minors (boys under 18) to frequent billiard rooms, but his principal Bill embodied a comprehensive effort to check the operations of "loan sharks" and extortionate money lenders. The new Act gave the Courts the right, where money had been loaned at an excessive rate, or where the transaction was in other respects a harsh one, to reopen the contract. The Court could, notwithstanding any statement or settlement or any agreement, relieve the debtor from payment of any sum in excess of what the Court adjudged to be fairly due. The lender could be compelled to repay any such excess, or if it had been paid, to allow the amount on the account. Another clause applied to the security given, and gave the Court power to set aside, either wholly or in part, or to alter any security or agreement, made in respect of the money; or if the lender had parted with the security to order him to indemnify the debtor. Heavy penalties were provided. Only corporations with Head Offices or management in Ontario could be registered and no unregistered person could carry on business.

Mr. Foy's revised Insurance Act was an important measure prepared by himself and a Committee of Judges. It consolidated existing Statutes which were also condensed and added to greatly by new and radical changes. Provincial taxation was raised from $3,000 to $5,000 per annum; provisions regarding incorporation of Companies were revised and the formation of Mutual Companies restricted while the future incorporation of Cash-Mutuals was entirely forbidden; Companies seeking a license must prove that stock payments had actually been made; no license would hereafter be given to transact both fire and life business; Companies outside of Canada were not to be licensed unless proving five years of successful business; a Company with Dominion license was not to be entitled to registration in Ontario until making necessary deposits at Ottawa; representatives of Lloyds, London, were given special privileges as to registration. Many lesser changes were made and the Bill as a whole was much discussed amongst Insurance men and some amendments afterwards made in accordance with their representations.

The Hon. J. S. Duff, as Minister of Agriculture, carried a measure authorizing the Province to enter into an agreement with the Federal Government to undertake the expenditure of the Dominion grant for Agricultural purposes. The period covered was one year, and was designed to bridge the time during which it was necessary for Mr. C. C. James, the special Federal Commissioner, to devise a plan for the co-operation of the various Governments concerned in the matter of Agriculture. For this first year, the grant was made on a per capita basis and was to be expended through the regular channels of the Agriculture Department.

The Minister of Education (Hon. R. A. Pyne) presented a Bill which extended the principle of compulsory education. It provided that Municipal Councils at the request of Boards of Education could pass By-laws requiring the attendance at school of boys not employed or who had not passed the junior High School examination. In case of boys who were employed the By-law could make it compulsory for them to attend night school or take a certain time each day from their employment. Another Bill provided for a Royal Ontario Museum. Dr. Pyne explained that the Governors of the University were given power to provide a sum sufficient for the erection, equipment and furnishing of a building at a cost not to exceed $400,000. Of this one-half was to be given by the Province and the site by the University. The Province and the University would share equally the cost of maintenance. Control and management of the Museum would be carried on by ten members of a Board—the Minister of Lands, Forests and Mines, the Minister of Education, and the Chairman of the University Governors as *ex-officio* members, and the other seven to be appointed—four by the Government and three by the Board of the University. The object of the Museum was to illustrate the natural history of Ontario and to collect objects with that end in view. A College of Art was also established for the purpose of training students in the Fine Arts including drawing, painting, designing, modelling and sculpture and in all branches of the Applied Arts in the more artistic trades and manufactures. The training of teachers was to be also undertaken and the College was to be governed by a Council composed of representatives of various institutions and organizations in the City of Toronto. The School Law Amendment Act made changes in the various Educational laws. The Salaries of County Public School Inspectors were increased to a maximum of $2,000 and urban Boards of Education were permitted to expend such sums as were deemed expedient for establishing and maintaining Cadet Corps and for promoting and encouraging gymnastic or other athletic exercises—up to $200.

The Hon. J. O. Réaume carried a measure to ratify the agreement with the Grand Trunk for running rights over the Timiskaming and Northern Ontario Railway, and also to empower the T. & N. O. Commission to pass traffic regulations with an Order-in-Council for each change. The Hon. I. B. Lucas, Minister without Portfolio, presented an amendment to the Moving Picture Act which brought lan-

tern slides as well as motion-picture films under Provincial inspection. Mr. Lucas also put through a Telephone Act facilitating the operation of the existing competitive and privately-owned systems of the Province and, as a step toward public ownership, granting power to municipalities to expropriate local Telephone systems. Power was given to grant Telephone franchises in counties and townships without a rate-payers vote upon approval of the Ontario Railway Board.

Of local or private measures G. H. Gooderham amended the Charter of the Canadian National Exhibition and W. K. McNaught amended the Railway Act to relieve a possible deadlock in Toronto over the interchange of traffic between the Civic car lines and Street Railway by providing that where, in the same City, two lines of street railway were contiguous to one another, but operated by different corporations, it would be the duty of each corporation to afford to the other all reasonable facilities for the interchange of traffic and running rights. In the event of the Corporations being unable to agree the matter was to be adjusted by the Ontario Railway and Municipal Board. W. D. McPherson's Bulk Sales Act was discussed and, finally, was held over until the next Session at the Premier's request. It provided that no merchant could dispose of his stock in trade in bulk, by auction or otherwise, without first making a full statement to all his creditors and receiving authority from a certain proportion of them. Any sale in violation of these conditions would be declared void, unless it were shown that the vendor devoted the whole of the proceeds to paying off his creditors in proper proportion.

Three Woman's Suffrage Bills were considered by the House. W. McDonald's measure proposed to allow the Parliamentary franchise to widows and spinsters possessing property qualifications in municipal elections. T. R. Whiteside's Bill proposed to give the municipal franchise to all women of property—married, unmarried or widows. Allan Studholme wanted to extend the Parliamentary franchise to all women, irrespective of property qualifications. Mr. McDonald's measure was debated on Mch. 25th and, on motion of Hon. W. J. Hanna, it was decided on division that "sudden and unconsidered changes in the Parliamentary franchise are undesirable, that the subject of changes in the Franchise was not discussed nor brought before the people at the last General Elections and that, therefore, the said Bill be read this day six months." Mr. Whiteside withdrew his Bill at the Provincial Secretary's request while Mr. Studholme's was voted upon and the 2nd reading lost on division. During the debate Mr. Rowell proclaimed himself, personally, in favour of Woman's Suffrage as did S. Clarke (Lib.) and H. A. C. Machin (Cons.). The Premier declared that if the question was ever decided it would be decided upon the broad issue of extending the franchise to all women. At present the issue was dull and dead. There was no place in the Province where it had proved to be a burning question. "If it is to be settled at all it will be by opening the flood-gates and allowing all the sisters in."

Two measures dealing with the 8-hour day question were presented, repectively, by the Premier and Mr. Rowell. Sir James Whitney's Bill proposed a standard day for miners while Mr. Rowell's included all underground toilers. After some discussion, on Mch. 22nd, it was finally decided to defer action in the matter till next Session, the Premier frankly admitting that he had been precipitate in presenting his measure and had since come to the conclusion that the subject required further consideration and inquiry. Incidents of a Session in which 161 Bills were passed included tributes by the Premier and Opposition Leader alike (Feb. 13) to Mr. C. C. James on his retirement from the Department of Agriculture and eulogistic references also to the late Edward Blake—once Premier of Ontario—on Mch. 4th, accompanied by adjournment of the House; refusal to admit two applicants—a British barrister and a Canadian who had qualified in South Africa—to the practise of law without passing the statutory examinations; a decision by the Speaker on Mch. 14th which the Opposition resented and which asserted the Speaker's right to give assent to the presentation of all questions before they appeared on the Order paper; a ruling by the Speaker, on a point raised by Mr. Rowell, which declared (Mch. 21st) that "the Government through the Leader of the House, has the right to control the order in which Government business shall be taken up, and in practice since I have been in the Legislature the Leader of the House has been practically allowed to control the other business"; another ruling which declared (Mch. 14) certain Opposition questions as to an alleged pre-Election statement of Hon. J. J. Foy to be "in open violation of the rules and practice of the House," and a ruling on Apl. 11 which declared that Ministers cannot be asked by question for expressions of opinion in matters of policy; the defeat of the Bill presented by J. C. Elliott (Lib.) amending the Law Reform Act by striking out clauses providing for the creation of a new Court of Appeal.

In connection with the Speaker's ruling on Apl. 11 the Opposition Leader by a long Resolution sought to assert "the right to interrogate the Ministry on matters of public policy and administration," to protest against "any encroachment upon this established right," to dissent entirely from the Speaker's ruling and to insist upon an answer to certain questions. A debate followed and Messrs. Lucas and Hearst moved, for the Government, an amendment stating that "under the Rules and Procedure of this House questions put to Members must not put forward any debatable facts nor any matter that will involve opinion, argument or inference, nor can any fact be stated, nor any opinion or intention as to matters of Policy; nor should any question be put upon a matter which is not within the recognition of the House." J. C. Elliott and W. Proudfoot (Liberals) moved in further amendment that the House should safeguard the rights of its Members "to make all reasonable inquiries of the Ministry." The latter was defeated by 69 to 20 and the Government amendment carried by 69 to 20. Mr. Rowell also moved on Apl. 2nd a Resolution declaring that "in the judgment of this House the

spoils and patronage systems are inimical to the highest efficiency of the Public Service and to the best interests of the country; that the public interests demand the immediate creation of a non-partisan Civil Service Commission with ample powers; and that all appointments and promotions in the Public Service shall be by merit after competitive examination, except in those cases where the conditions of the Public Service render this impracticable." A Government amendment was moved by Sir James Whitney and carried on division declaring that:

> This House congratulates the people of the Province on the fact that under the administration of public affairs by the present Government, no such system as the Spoils System has any place; recognizes the difficulties which would surround the operation of a system of so-called Civil Service over a small number of officials and that it would be wholly unwise and practically impossible to bring under such a system the various officials in the service of the Province, including such officials as Registrars of Deeds, Sheriffs and County Crown Attorneys; this House recognizes the fact that success in a competitive examination is in no way a guarantee of pre-eminent or ordinary fitness for Government service, and this House also recognizes the wisdom and fairness with which the Government has dealt with appointments and promotions in the Government service.

A Resolution in connection with the Marriage question was presented by the Opposition Leader on Apl. 12 declaring that in the Supreme Court and Judicial Committee hearings of the case the Provincial Government should appoint Counsel "to support the view that the Parliament of Canada has power to enact a Bill declaring the validity of all marriages celebrated throughout the Dominion of Canada." It was voted down by 65 to 19. A Resolution presented by W. S. Brewster (Cons.) was approved which authorized a Loan of $500,000 for the purpose of purchasing the rights of licensees of Timber Limits in any lands to be set apart in future as Provincial Reserves or Parks. Provision was made through legislation for the establishment by Municipalities of Industrial Farms for the treatment of certain classes of criminals, notably inebriates hitherto confined in the gaols and lock-ups throughout the Province.

On Apl. 12th W. S. Brewster and A. E. Donovan presented a Resolution declaring that "this House emphatically protests against the unjust and partisan action of the Senate in rejecting the Bill passed by the House of Commons for granting a Subsidy amounting to nearly two millions of dollars in aid of the Timiskaming and Northern Ontario Railway." A Liberal amendment (W. Proudfoot and J. C. Elliott) declared that "this House is of the opinion that subsidies should be granted by the Parliament of Canada to Provincial Government Railways under the same circumstances and upon the same conditions as subsidies are granted to Railway corporations. This House approves of the action of the Liberal Government of this Province in applying to the Government of Canada for a Subsidy to the T. & N. O. Railway when the construction of the said Railway was undertaken by this Province, and the action of the present Government in continuing said application." Reference was also made to

the Senate not having apparently been informed that application was made for the Subsidy before construction was undertaken; it was declared that the Subsidy should be granted and that objections could be removed by making the rates subject to control of the Dominion Railway Commission. This was rejected on division and the original motion duly passed.

Other Acts passed during the Session included one dealing with Fruit Pests and another to prevent the spread of Noxious Weeds. A rather important measure was that dealing with City Planning, the arrangement of Suburbs and the registration of Sub-division plans, etc. Municipal Councils, by another Act, were controlled in their grant of franchises in respect to Public Utilities and it was enacted that all such grants must be approved by the municipal electors through By-law. An elaborate measure dealt with Loan and Trust Corporations and revised the various enactments dealing with those institutions. Religious institutions were further regulated in their control and disposition of property. The House adjourned on Apl. 16th after an address from the Lieutenant-Governor reviewing briefly the legislation of the Session.

The Bye-elections of 1912 were very few. Dr. H. G. Lackner (Cons.) resigned in North Waterloo to accept the County Shrievalty and on Oct. 28 C. H. Mills (Cons.) of Berlin was elected over Matthew Wayman (Socialist), and ex-Mayor Huber (Ind.), by 1,931 to 546 and 153 votes respectively. The election in East Middlesex caused by the death of R. W. Sutherland (Lib.) was quite a vigorous contest. George W. Neely of Dorchester received the Conservative nomination and Wm. Sutherland ran as an Independent-Liberal. The Prohibition question or "abolish the Bar" was the Liberal issue and Mr. Neely won on Oct. 28 by 2,198 to 1,659 votes. In Muskoka on Nov. 5th S. H. Armstrong (Cons.) was elected by acclamation.

Government Policy in Northern Ontario and regarding Provincial Highways

New Ontario was much before the public in 1912. Following the 1911 visit of the Toronto Board of Trade to the North many of the Northern Boards came to Toronto and held a Convention; the Whitney Government announced a broad policy of development and both Sir W. Laurier and Mr. N. W. Rowell toured the Northern country. It was in the Legislature on Feb. 12 that Sir James Whitney rose and made his announcement of policy in this connection. "Before and during the General Election campaign, the Government drew attention to the great and obvious importance of the further opening up and development of New or Northern Ontario, and alluded to the promised financial aid from the Dominion Government for immigration and colonization purposes. The subject, outside of the proposed Dominion aid, has been carefully considered by the Government, with the result that it has been decided to select a man of tried capacity and experience, who will report as to settlement and colonization matters, and take under his charge all matters relating to settlement and the construction of necessary roads, etc. His duty will lie outside the construction of the

ordinary colonization roads. It will be remembered, also, that in my Address, I asked the people to say whether they would authorize further Provincial appropriations for such purposes and the answer had been unmistakable. The Government intends, therefore, to ask the House during the present Session for authority to borrow a sum of money not exceeding $5,000,000 for the purposes of colonization and development in New or rather Northern Ontario, including not only the Timiskaming country, but the country in the vicinity of Sault Ste. Marie, Port Arthur and Fort William, the Rainy River district, and other localities in the northern portion of the Province." Mr. Rowell's only immediate comment was "Is it enough?"

On Apl. 9 the Resolutions were presented on which the succeeding legislation was based. They enumerated, first, the purposes for which the Grant would be used: "For (*a*) the construction of works and improvements; (*b*) the making of roads; (*c*) the improvement and development of water-powers; (*d*) the advancement of settlement and colonization and the assistance of settlers; (*e*) the improvement of means of transportation and communication and the encouragement and assistance of agriculture and re-forestation in the north and northwestern districts of the Province and for such other public purposes of a like character as the Lieut.-Governor-in-Council may deem expedient." Authorization was to be given for a Loan on the credit of the Province, not exceeding 40 years at 4 per cent., with provision for a special Sinking Fund. The policy was received with evidences of popular approval and with undoubted pleasure in the North. Mr. Rowell and the Opposition took the ground (Apl. 11) that this money, and subsequent grants, should be authorized by the Legislature from year to year, and that the clause in the Bill vesting power in the Lieut.-Governor-in-Council was depriving the House of its right to control the finances of the Province.

In his address, Mr. N. W. Rowell said that this latter provision was the most vicious piece of legislation that had been introduced in recent years. The Opposition was in hearty accord with the proposal to spend the money on development in the North country, but the right of the Legislature to control all public expenditure must be preserved. The Hon. W. H. Hearst in reply claimed that these statements did not indicate any great desire to help the North country and stated that only $350,000 would be expended on road-making in agricultural districts this year—about the sum which it had been hoped would come from the Dominion Highway Act and which they had intended to spend on improving and making roads in New Ontario. This $350,000 would construct 300 miles of highway, and was sufficient to open up transportation facilities for 5,000 farms, or an area of 800,000 acres.

The Government will proceed at once with the necessary organization for the general work of colonization of the North country and obtain the best men available for this particular work, and will confer with the Dominion authorities and their Immigration officials so that there may be no unnecessary duplication of the work and so that the two Govern-

ments may work hand in hand in the settlement of that great country. The experience that will be gained in the construction of the roads above mentioned will be valuable in determining the final policy. The policy to be adopted will also to some extent be determined by the wishes, character and experience of the settlers that will go into the country, and the character of farming they intend to follow. In a general way it can be stated that a large proportion of the $5,000,000 will be spent in the construction of roads, for the advancement of immigration, the care of incoming settlers, the employment of guides for the settlers and of instructors for those who require them as to the best method of disposing of their timber, cultivating their lands or making a success of their work. The Government expect to secure the erection of Pulp Mills in Timiskaming in the near future, so as to afford a home market for the pulpwood so abundant in that country. We will also establish Crown land agencies in the districts to be apportioned as farm lands and will have to engage a corps of guides to take prospective settlers over the properties in order to secure satisfied settlers.

On Apl. 12 Mr. Rowell moved a Resolution declaring that "in the opinion of this House the placing at the disposal of the Executive of so large a sum as $5,000,000 without a vote of this House appropriating the same to particular works, is contrary to our constitutional usages; subversive of the right of the people through their representatives to control and direct the expenditure of public moneys; in contravention of the accepted principle of voting Supply for the ensuing year, only; and is inimical to the best interests of this Province." This was rejected by 68 to 20 and the Opposition Leader then moved another Resolution declaring that this policy and the rich resources of the North required a separate Department, with a Minister in charge, who should devote his whole time to the development of New Ontario. This was voted down by 71 to 20 and the Bill based upon the Resolutions, already quoted, then passed the House.

On June 21st a Delegation of 150 from the New Ontario Convention, which was being held in Toronto, waited upon the Premier and his Ministers and described railways, roads and settlers as the trinity of requirements in their great country. To them Sir James said that this $5,000,000 Grant had nothing to do with the Government's ordinary expenditure, that the money would be spent slowly and equitably and where it was most needed. "If at the end of two or three years, when the Government are approaching the end of their great scheme and find that they have gone beyond their means in respect of either the eastern, northern or western portions of New Ontario I will tell you," said the Premier, "what we are going to do. Confident in our belief that our action will be endorsed by the people of this Province, we will issue another million dollars of bonds. If it should be necessary, we will issue two million dollars of bonds." A little later, in August, 100 members of the Associated Board of Trade of the Province visited the North and saw the splendid country represented by Cochrane, Haileybury, Cobalt, Englehart, New Liskeard and other centres. On Aug. 21st it was announced that the Government would receive a bonus of $105,000 in payments spread over 21 years for the Abitibi Pulp limit lease and that the successful tenderers would at once erect a Pulp-mill costing half-a-million.

J. F. Whitson, Chief of the Survey's Branch was in June appointed Commissioner to study Northern conditions in connection with the Government's policy and to carry on preliminary Road construction.

Meanwhile, on Feb. 13th, it was announced in the House by Hon. J. O. Réaume, Minister of Public Works, that the Government would appropriate $1,000,000 for the construction of country roads throughout the Province. This would supplement the $1,000,000 voted by the Legislature in 1901 when the Ross Government introduced the Act to aid in the improvement of Public Highways. Of the amount set aside then $893,814 had been paid out to the Counties entitled to receive grants under the former Act, and the balance would be used in the current year. In the measure presented no change was made in the Act, as amended in 1907, by which the Counties were entitled to receive from the Government one-third of the total amount expended upon a County road system. A new clause provided, however, that the management of all road improvement under the Act would be centralized in a capable Superintendent or Engineer, appointed and acting under the direction of the County Council.

As a reason for endorsing this policy and the proposed grants of the Dominion Government, T. L. Kennedy, Chairman of the Ontario Good Roads Association, stated in Toronto on Feb. 26th that in Ontario one-half of the total Assessment, or $500,000,000 was upon the cities alone, which had only a few miles, comparatively, of roadways to maintain. The other $500,000,000 was upon towns, villages and townships which were forced to keep up 50,000 miles of roads. He maintained that Ontario needed a Provincial system of main highways from county town to county town. Such a system would comprise about 2,500 miles and would be essentially a farmers' Highway. Resolutions were passed by this organization and presented to the Premier by 200 delegates endorsing the proposed grant of $1,000,000 and the proposed Dominion policy, urging a motor-car tax with proceeds to go on road construction, asking for a policy looking to the gradual prohibition of wide-tired waggons and approving the Northern Ontario Grant.

The subject was debated in the Legislature on Mch. 26 and the Premier stated that the money would be expended equitably in both Old and New Ontario. Mr. Rowell expresed great fear as to this projected Road policy. The Opposition Leader moved a long Resolution of which the two last clauses dealt with the pending Dominion legislation. The first two clauses were as follows: " (1) That this House is of the opinion that a thorough system of good roads in this Province would increase the value of farm lands, lessen the cost of transportation, improve marketing facilities, increase the comfort and convenience of farm life and greatly promote the general progress and prosperity of the Province; (2) That this House is gratified at the progress so far made in road improvement under the Highway Improvement Act passed in 1901, but this House is of the opinion that the time has come for a more comprehensive and adequate policy to promote the construction of good roads throughout the Province, particularly roads leading to market towns."

Mr. Hearst, Minister of Lands and Mines, moved an amendment expressing satisfaction with the Provincial Government's policy and with that of the Dominion in its proposed Highway grants. J. G. Anderson and W. R. Ferguson moved an additional amendment declaring that the House could not approve any Dominion grant unless it were paid to the Province concerned upon a basis of population and expended entirely by that Province. This was rejected by 78 to 20 and Mr. Hearst's amendment carried by the same vote. Further amendments were rejected on Apl. 10th when the 3rd reading passed by 75 to 17. Two days later Albert Grigg and J. R. Dargavel represented Conservative feeling in the following Resolution:

That this House learned with satisfaction of the proposals of the Government of Canada to contribute out of its revenue towards the establishment of good roads in the several Provinces of Canada. That this House now learns with indignation and deep regret that although that policy was approved by the electorate at the last General Election, and by a large majority of the people's representatives in the House of Commons, the popular will has been over-ridden by the partisan action of the Senate, and Ontario has been deprived of her share of the $1,000,000 proposed to be expended during the present financial year, which would have amounted to at least $351,000 and of the benefit which would have flowed from the expenditure of that sum on Highway improvement.

The Opposition presented a long Amendment blaming the Dominion Government's refusal to agree with the Senate's Amendments as being responsible for the action of that body. It was lost by 19 to 71 and the original motion carried by these figures reversed.

Many proposals for New Ontario development were made during the year. The Haileybury Board of Trade suggested in January that (1) the opening of Townships for settlement should be carefully considered; (2) that main colonization roads should be built in advance of settlement; (3) that the education of settlers should be aggressively provided for by Government Agricultural Farms, Model Farms and Lecture courses; (4) that Townships should be so opened and settlement encouraged as to lessen the loneliness and isolation of settlers. The Associated Boards of Trade of Ontario laid the following proposals before Sir James Whitney on Mch. 12th: The extension of the T. & N. O. to Hudson's Bay, to Georgian Bay, and down to Toronto, connecting with a system of radial railways in Southern Ontario; the appointment of a Commission to report as to the best policy for the development of Northern Ontario; the extension of the Good Roads system of the Province by means of Federal and Provincial grants; the control of townsites before incorporation and the establishment of a Prison Farm in Northern Ontario.

Mr. F. W. Field in his special Report to the Toronto Board of Trade suggested the following lines of action: The desirability of reduced Timber dues, and better fire protection for towns and forest lands; more capital for development of timber resources and a trial of the ready-made farm idea which had proved so successful in the West; legislation to prevent the speculation in Veteran's claims which was retarding development and further facilities in the matter of

special rates for settlers' effects on the Government Line; considerable Government assistance in laying roads in the agricultural regions which it was desired to settle; a bigger publicity campaign by the Provincial Government so as to divert to the North part of the immigration stream now going West; appointment of a New Ontario Colonization Commission to handle the entire question of the agricultural settlement of the Northland. At the close of the year Mr. J. F. Whitson reported to the Government that so far $200,000 had been expended in New Ontario road construction and that the following further expenditures were desirable and necessary as follows:

District of Rainy River	Trunk and other Roads	$100,000
District of Kenora	Trunk Roads	75,000
Country tributary to Fort William and Port Arthur	Trunk Roads	150,000
Agriculture and Mining Sections of Sudbury District	Trunk Roads	75,000
District of Sudbury	Mining road	25,000
Algoma and Sault Ste. Marie	Sections of Trunk Road	50,000
Along the T. & N. O. Railway and Branches	Trunk and other Roads	75,000
Along the T. & N. O. Railway, Porcupine Region	Trunk and other Roads	125,000
Transcontinental Railway in Timiskaming	Trunk Roads	150,000
District of Nipissing	Trunk Roads	75,000
Transcontinental Railway in Algoma	Trunk Roads	75,000
Salaries, etc., to Staff		25,000
Total		$1,000,000

Boundary Extension and the District of Patricia

During this year the Government and Parliament of Canada added to the territory of the Province of Ontario a block of land larger than the British Isles and three-quarters the area of France or Germany. The addition increased the size of the Province by 56 per cent., or from 260,852 square miles to 407,252. The subject was discussed in the Legislature, as well as at Ottawa and Winnipeg, and was a matter of negotiation between the Dominion and Provincial Governments also. The change of Government at Ottawa had made it reasonably certain that when the boundaries of Manitoba came to be re-adjusted the claims of the Province of Ontario would not be overlooked. Much curiosity was felt as to the situation and on Feb. 20 the Provincial Secretary (Mr. Hanna) tabled in the Legislature a digest of the correspondence between the Dominion and Ontario Governments on the subject up to February, 1910, and, especially, the Ontario Memorandum of Nov. 9, 1906, which set out that Ontario would not require to enter into a consideration of the questions at issue between the Dominion and Manitoba and Saskatchewan, but declared: (1) that the boundaries of Manitoba should be extended northward so as to take in Fort Churchill; (2) that the eastern boundary should be carried northward until it strikes the Churchill River, and that the middle channel of the River should then become the boundary until the River debouches into Hudson's Bay; (3) that the remainder of the territory lying to the eastward of such boundary line should be allotted to the Province

of Ontario. On Feb. 21, N. W. Rowell, Opposition Leader, seconded by A. G. MacKay, moved the following Resolution in the Legislature:

(1) That in the judgment of this House the Province of Ontario is entitled to its own hinterland, and to have its westerly boundary extended north to the 60th parallel North Latitude, so that its northerly boundary shall be the same as that of British Columbia, Alberta, Saskatchewan and Manitoba, but, in order that the Province of Manitoba may have access to an ocean-going port on Hudson's Bay through its own territory, this House is prepared to approve a settlement whereby the westerly boundary of Ontario shall be extended north to the Churchill River and shall then follow the middle thread of the Churchill River north-easterly to deep water in Hudson's Bay. (2) That this House respectfully protests against any settlement of the boundary which shall deprive Ontario of any portion of her hinterland south of the Churchill River, and which does not secure for Ontario a good port on Hudson's Bay for ocean-going vessels.

The subject was debated at length by the two Leaders. Mr. Rowell's chief claim was that Ontario's contention had not been adequately presented at Ottawa. "In the original brief, while it is true the matter is digested, no great force appears to have been put upon the importance to Ontario of an ocean-going port on Hudson's Bay until after the Resolution had been introduced into the House of Commons. If this had been emphasized in the first place rather than after the Dominion Government passed the Resolution, the contention for a port on Hudson's Bay would have had more force in it." Sir James Whitney went fully into the correspondence with Ottawa and read various letters from and to Sir Wilfrid Laurier. He showed how the Ontario Government had at first tried to secure a joint port with Manitoba at Fort Churchill, but had later proposed an alternative plan by which the Province would be given the south shore of the Nelson River for 25 miles from its mouth. At Ottawa on Feb. 28th, following, Resolutions changing the boundaries of Manitoba, Quebec and Ontario were presented in the Commons and afterwards became law. The following was the portion relating to Ontario:

Resolved, that it is expedient to extend the limits of the Province of Ontario so that the boundaries thereof shall include, in addition to the present territory of the said Province, the territory bounded and described as follows:—Commencing at the most northerly point of the westerly boundary of the Province of Ontario as determined by the Canada (Ontario) Boundary Act, 1889, chapter 28 of the Statutes of 1889 of the United Kingdom (the said westerly boundary being the easterly boundary of the Province of Manitoba); thence continuing due north along the same meridian to the intersection thereof with the centre of the road allowance on the twelfth base line of the system of Dominion Land Surveys; thence northeasterly in a right line to the eastern point of Island lake, as shown in approximate latitude 53° 30′ and longitude 93° 40′ on the railway map of the Dominion of Canada, published, on a scale of thirty-five miles to one inch, in the year 1908, by the authority of the Minister of the Interior; thence northeasterly in a right line to the point where the 89th Meridian of west longitude intersects the southern shore of Hudson's Bay; thence easterly and southerly following the shore of the said Bay to the point where the northerly boundary of the Province of Ontario, as established under the said Act, intersects the shore of James Bay; thence westward along the said boundary, as established by the said Act, to the place of commencement.

On the same day the discussion was resumed in Toronto and Sir James Whitney announced that by Order-in-Council of Feb. 20th, the Dominion Government had made important additional concessions to Ontario. "We get a strip of land five miles wide from the boundary of the Province of Manitoba to the Nelson River, the only condition being that we cannot go further away from Hudson's Bay than fifty miles. We can take a five-mile strip along the edge of the shore if we please, or anywhere within the limit of fifty miles. Then we get a further strip on the eastern side of the Nelson River, the right-hand side, five miles in length and half-a-mile wide, which will give us a total frontage at the River of ten miles, five miles of which will consist of the end of the strip five miles wide, which has been brought across the country. This, Mr. Speaker, will come from the Government of Canada, not from the Government of Manitoba. The Government of Canada retains the same control of the land as it had, and upon our locating what we want will give us a patent, or statute, conveying the land to Ontario. I may say that the Government of Manitoba has also agreed to pass a statute rendering this strip of land five miles wide free from taxation and thus we get a terminus on Hudson's Bay. We have five years in which to make the location of this strip and that is the only limitation upon it." The Premier reviewed negotiations to this end and concluded by congratulating the House that "we have been able to checkmate the attempt by which Sir Wilfrid Laurier endeavoured to set the Provinces of Manitoba and Ontario by the ears."

Mr. A. G. MacKay followed in an eloquent effort to overcome the natural effect of these announcements. He claimed that under the terms of Mr. Rowell's motion Ontario would obtain 40,000 square miles more territory in what was really her Northern Hinterland than she would be getting under the arrangement proposed at Ottawa. He thought the Ontario Government failed to appreciate that Ontario had equitable rights outside of legal rights, rights which were on a higher plane than legal technicalities. Sir Wilfrid had advised the two Provincial Governments to get together and agree. That did not look like "setting the Provinces by the ears." R. R. Gamey, seconded by D. Jamieson, then moved a long amendment to Mr. Rowell's motion expressing satisfaction with the Government's efforts, regretting that they had so long been unfruitful owing to the policy of the late Government at Ottawa and stating the gratification of the House at the changed conditions there and the new policy embodied in the Dominion Order-in-Council which had just been read by the Premier. On Mch. 5th J. C. Elliott and T. Marshall (Liberals) moved a long amendment to the amendment of which the following were the chief clauses:

This House regrets that the Government has undertaken to deal with the division of the Territory of Keewatin, containing 324,500 square miles, and possessing most valuable agricultural lands, timber and mineral resources, without consultation with the Legislature, and this House is of the opinion that in matters of so great and vital interest to the

Province it is the duty of the Executive to consult the representatives of the people in the Legislative Assembly. This House further regrets that the Government failed to realize the great importance to the Province of securing such an extension of her boundary as would include her natural hinterland and a deep sea harbour on Hudson's Bay, and which would have thereby greatly added to her territorial extent and her natural resources, and enabled a Provincial Railway to be extended or constructed to tide-water on Hudson's Bay within the boundaries of the Province. This House further regrets that the Government, without consulting with, or securing the aid of the Legislature of this Province, admitted and insisted that this Province had 'no legal right or claim whatever' to the lands in question, and that the Government has now, without consulting the Legislature, consented to a division of the territory in question, which, if carried into effect, will deprive Ontario of about 40,000 square miles of her natural hinterland, and of a deep sea harbour on Hudson's Bay within her own territory.

Reference was made also to the claim that if the T. & N. O. Railway left Provincial territory it would pass under the exclusive jurisdiction of Canada and a demand was presented that Ontario should be given the same financial terms in this territorial re-adjustment as were accorded Manitoba. The division showed a vote of 72 to 22 against this Amendment and the carrying of Mr. Gamey's amendment to the Rowell Resolution by the same vote. On Apl. 10 the 3rd reading of the Bill to legalize the transfer of territory was carried by 66 to 21 votes. An amendment was first moved, however, by Mr. Rowell reiterating his previous one as to the boundary line and was voted down by 66 to 21 as was another asking for a re-adjustment of Debt allowance similar to that of Manitoba.

Following these debates and the final passage of the Resolutions at Ottawa, W. G. Miller, Provincial Geologist, reported upon the new District of Patricia—called after and with the consent of H.R.H. the Princess Patricia. Its area was given as 146,400 square miles and its addition made Ontario the second largest Province of the Dominion with, also, a seashore of over 600 miles in length. Mr. Miller's Report comprised elaborate and little-known extracts, articles, studies and descriptions of the region in question compiled from the statements of exploring parties and officials which, during a period of forty years, had been made and then buried in Annual Reports of the Geological Survey of Canada. A brief glance at their data indicated the probability of Mineral wealth, of agricultural land here and there, of abundant fish, game, timber and water-power. The Indians numbered about 700. Following this action the Government appointed J. B. Tyrrell to head an exploration party through the District and he spent nearly two months of the summer in traversing 2,000 miles of country and investigating resources and characteristics. To the *Mail and Empire* on his return (Oct. 28) Mr. Tyrrell described Port Nelson as a good harbour, stated that there was a larger area of agricultural land than had been supposed, indicated the general nature of the region as resembling that of the Timiskaming, and declared that the lakes and marsh region in Patricia constituted "a sportsman's Paradise."

Budget Speech of the Hon. I. B. Lucas

In the absence, through illness, of the Hon. A. J. Matheson, Provincial Treasurer, the Financial Statement for the fiscal year ending Oct. 31, 1911, was delivered on Mch. 7 by the Hon. I. B. Lucas, Acting-Treasurer and Minister without Portfolio. Mr. Lucas first drew attention to the still increasing Revenue—the figures for the year being the largest in the record of the Province and totalling $9,370,833 or $479,829 more than in 1910. In 20 years of Liberal Administration, 1874 and 1894, the Revenue was almost stationary—$3,446,347 and $3,453,162 respectively; from 1894 to 1904 it rose to $4,464,100; since the latter year, when that Party left Office, it had doubled.

Dealing with new sources of revenue the speaker referred to $285,000 from Mining royalties and claimed that this sum would have been very much larger if the late Government had taken advantage of its opportunities in 1903 when Prof. W. G. Miller reported the highly-mineralized nature of the Cobalt region and advised its withdrawal from settlement and prospecting until a policy of taxation could be settled. They did withdraw the lands for six months and then threw them open without any defined system under which the present millionaires of that region might have contributed their share to Provincial revenues. "When we came in, in 1905, there were only a few shreds and patches left, but as to these we adopted a policy of selling upon a royalty basis, without which not one dollar would have been received by the Province from the sale of Cobalt Lake, Kerr Lake, and other claims disposed of by the Government."

As to Timber limits he said: "Under the former system, so much territory was put up and you bought it subject to timber dues at so much bonus per square mile. Under the present system, a bonus is paid on the measurement, and on every foot of timber cut by the licensee he pays a bonus. There are obvious advantages under the latter method, I do not propose to argue it at length now. The former system allowed timber limits to be tied up for an indefinite period. The present system requires licenses to be issued for a definite period after which no further renewals will be given and the territory will revert to the Crown." This policy had the effect of reducing receipts —the Liberal Government's average in its last five years being $880,000 a year from bonuses and the Whitney Government in the succeeding five years receiving an average of $211,559. As to Succession duties he declared that the present Provincial Treasurer had vindicated his criticisms while in Opposition "by bringing a far greater proportion of estates in the Province under the Succession Duties Act, while not oppressing the poorer estates, and providing a low graduated tax of one to five per cent. on estates devolving on lineals, where the net value exceeds $50,000 up to $200,000. He has also vindicated his opposition to the rates in vogue prior to 1905, by placing on the Statutes the graduated additional tax which was imposed upon the beneficiary according to the value of the benefits received."

Of the total Revenue $2,261,758 came from Dominion Subsidies; $998,804 came from Crown lands, Mining licenses, fees and royalties, Acreage, Profit and Gas taxes; $1,711,438 from Woods and Forests which included bonus payments, timber dues and ground rents; $656,363 from Liquor licenses; $104,155 from Law stamps and $130,267 from Game and Fisheries; $323,736 from Fees, etc., paid the Provincial Secretary and $854,659 from the Supplementary Revenue Act or taxes on Stocks, Railways, financial and other corporations; $1,050,633 from Succession duties and $160,671 from Casual revenues: $274,300 from Public institutions and $515,000 from the T. & N. O. Railway.

The total of Expenditures on ordinary account was $9,619,934 and thus showed a deficit of $249,101. Mr. Lucas explained this as follows: "The statement of expenditures which I have given you includes the fiscal year and eighteen days subsequent to it, so we should also include the revenue for that time. Therefore, we might include the amounts received on the 8th and 10th November from Crown lands, on timber dues, of $273,648.28. This with the item from the T. & N. O. of $78,000, earned but not paid, without anything else, gives $351,648, or an actual surplus of $102,548 for the year." The chief items of expenditure included $83,402 of Railway taxation distributed to the municipalities; $1,885,739 applied to Education with other items which should be added making a total of $2,374,314 as compared with $1,000,000 expended by the Ross Government in 1904; $451,111 on Colonization Roads and $680,101 in Agriculture; $602,528 for Civil Government and $275,959 for legislation; $653,383 on Administration of Justice and $1,197,726 on the maintenance of Public institutions; $106,906 on Colonization and Immigration and $357,849 on Hospitals and Charities; $199,511 on Repairs and maintenance and $617,111 on Crown Lands charges; $252,953 on miscellaneous services and $91,302 on Hydro-Electric Power Commission; $170,606 on Hospitals for Insane and $172,065 on Public Works; $763,415 on various Interest charges of a statutory character and other statutory payments totalling $877,077.

The receipts from two Loans totalled $2,680,795 and from the sale of certain properties $89,840. The Capital expenditure included $166,227 on the new Government House, $159,920 on the new Provincial Prison, $71,231 on the addition to Osgoode Hall, $475,400 on Parliament Buildings, $290,000 for Algonquin Park timber limits and $1,358,697 advanced to the Hydro-Electric Commission. The estimated Receipts for the year ending Oct. 31, 1912, were $9,404,429 and the Expenditures $8,645,065; with additional anticipated Capital expenditure of $3,523,300 of which $1,870,000 was for the Hydro-Electric Commission. The payments due on Railway aid certificates and Government Annuities up to 1929 totalled $3,951,372 and the present value of these investments was stated at $3,899,206. The Government's Cash balance on Oct. 31, 1911, was $1,503,916 as compared with $3,177,589 on Oct. 31, 1910. The total Assets of the Province, including this balance and the T. & N. O. Railway, were

$26,936,069; the direct Liabilities in bonds, stocks, Railway certificates, Annuities, etc., were $24,765,922; the indirect Liabilities including the C. N. O. Railway guarantee of $7,860,000, were $9,390,000.

The Hon. A. G. MacKay followed for the Opposition and opened a debate which lasted for over a week. He claimed that the Debt had been increased by over $3,000,000 during the past year—as much in one year as the former Government had added in fourteen. If the present Government had been in power as long as the Liberal Government, instead of Liabilities of $8,000,000, by the same annual ratio of increase, the Liabilities would now reach $125,731,170! In pointing proudly to a balance of $1,503,516, Mr. Lucas had forgotten to tell the House that last year there was cash on hand of $3,000,000. If, he declared, the Financial Statement had followed the position taken by the Provincial Treasurers prior to 1905 the accounts would show a Deficit of over $2,000,000, instead of a so-called Surplus due to mixing ordinary and capital expenditure and ordinary and capital receipts. He contended that receipts from Crown lands and timber dues should not appear in the current account.

As long as the Government did not re-forest to keep up the supply of timber, the money received from the removal of timber should be placed in Capital receipts. Mr. MacKay suggested increasing the Succession tax on large estates of over $1,000,000 and assessing the rate proportionably on and over this amount until the Government should get back a considerable part of the accumulation. He drew attention to the fact that there was a Bill before the Federal House, which would give Manitoba $516,000 annually more than she formerly received; on account of the increased territory which had been granted to that Province by the recent Boundary adjustment. "Because Manitoba gets 178,100 square miles of additional territory, she is given $516,000 of an increase. Ontario gets 146,000 square miles, and why shouldn't she receive about $500,000 more from the Dominion Government?"

Temperance Questions and Policy: The New Liberal Leader

Prohibition, in the form of Local Option, continued to grow in the Province during 1912 though reaching a stage of probable limitation. In January, 18 municipalities carried By-laws of this description abolishing 28 licenses; 21 municipalities, involving 44 licenses, would have carried Local Option but for the three-fifths condition; 30 municipalities, controlling 143 licenses, gave majorities against the policy. In the previous five years, 1907-11, 333 municipalities had voted on Local Option and it was carried, over the three-fifths requirement, in 215. On Feb. 15, 1912, the Ontario Branch of the Dominion Alliance (Prohibition) met in Convention at Toronto, heard reports from President Joseph Gibson as to interviews with Mr. Premier Whitney and the Opposition Leader, and then passed the following Resolution:

1. That this Convention renews its demands for legislation abolishing the bar-room and the treating system, and drinking in Clubs; and the

imposition upon the Liquor traffic of such other restrictions as will most effectively restrain its operations and remedy its evils.

2. That no candidate or party that does not support the foregoing policy can be accepted as entitled to the support of electors who realize that the abolition of the bar-room is the greatest political issue in this Province to-day.

3. That the Alliance Executive immediately take steps to effect a thorough organization of voters to secure the nomination and election of representatives who can be relied upon to support the policy herein set out.

4. That the Executive Committee be directed to appoint a Sub-Committee whose duty it will be to plan and carry into effect political organization.

Mr. Gibson was re-elected President, F. S. Spence, Honorary President and Rev. Ben. H. Spence, Honorary Secretary. At the same time and place the Dominion Alliance Council was in Session. It elected F. S. Spence President, asked him to visit all the Provinces in order to strengthen the cause, and passed a Resolution condemning evils of the licensed grocery system and urging the Provincial Governments to separate the sale of liquor from the sale of groceries. As to the Ontario Alliance a description of its work appeared in the Toronto *News* of July 20th. "In 1907 the cash receipts for propaganda purposes were upwards of $14,000; in 1908, $21,000; in 1909, $31,000; in 1910, $52,000; and in 1911, $55,000. To-day the Alliance has an energetic staff of ten men giving their entire time to campaign work and, besides this, an office staff of fifteen or twenty. Its chief efforts are devoted to what is called the Alliance Field Day plan. In 1911 over 3,000 public educational meetings were held in various parts of the Province. A new departure is being made this year, and the Field Day is being followed up by the organization of the electors by counties and municipalities."

The net result of careful administration of the Liquor Act, the work of Temperance agitators, and a growth in public opinion, was the reduction in Ontario licenses from 2,899 in 1904 to 1,836 in 1912. Meanwhile, this process was having its effect on Hotel accommodation in rural districts and, on Mch. 1, a petition signed by 1,000 Commercial travellers was presented to the Premier and Mr. Hanna declaring that reports had been received by the Commercial Travellers Association from 27 places, ranging from Renfrew to Cobalt, and that "in the great majority of places reported upon conditions are in a very unsatisfactory state, and our travelling members are the victims of increased expenditure and considerable inconvenience. These conditions have been aggravated in part of the municipalities passing Local Option by-laws without having to assume any responsibility with respect to Hotel accommodation." Sir James Whitney said the Government would do its best to alleviate the difficulty.

Meanwhile, Mr. N. W. Rowell, K.C., the new and aggressive Liberal leader in the Legislature, had been preparing to take high ground upon the Temperance issue. During the first months of the year Mr. Rowell and his colleagues were in a state of progressive consideration of the question. There was no doubt as to where the Leader and

members such as W. Proudfoot, K.C., stood as a matter of conviction but the question they were apparently considering was how far the Party as a whole would be with them in an advanced policy. Mr. Rowell spoke at Dundas on Jan. 9, at London on Feb. 16, and at other places without clearly indicating his position. In the Legislature on Mch. 26, however, he gave notice of Resolutions which put the issue with sufficient clearness. As *The Globe* of the 27th said: "When the Liberal party in the Ontario Legislature yesterday announced their policy on the Temperance question they had counted the cost. They knew it meant serious business. They knew, too, that it involved not a brief conflict, but a long and hard struggle. To a man they lined up behind their leader, Mr. N. W. Rowell, and to a man they will fight with him against the Liquor traffic, its allied commercial and social interests, and the political forces with which it is leagued." The Resolution was as follows:

> That in the opinion of this House the public interests demand:
> (1) The immediate abolition of the bar;
> (2) Such other restrictions upon the residue of the liquor traffic as experience may show to be necessary to limit its operations and effective to remedy its evils;
> (3) The strict enforcement of the law by officials in sympathy with law enforcement, and the elimination of political influence from the administration of the law;
> (4) Regulation and inspection of all houses of public entertainment so as to insure reasonable accommodation for the travelling public.

Amongst the leaders in social and moral reform who at once expressed approval of Mr. Rowell's policy (*Globe,* Mch. 27) were Rev. Dr. J. G. Shearer, Rev. Dr. Alfred Gandier, Rev. Dr. T. A. Moore, Rev. L. Minehan, Rev. Dr. W. B. Crichton and J. L. Hughes. The Hon. W. J. Hanna made this comment in the same paper: "Any policy which leaves the retail and wholesale licenses, and everything else, confining itself only to cutting off the bar license, is a joke." From Sir G. W. Ross at Hot Springs, Ark., came this message: "Approve cordially of decision of Liberal party to abolish the bar. I favoured this policy eight years. The success of Local Option assures the wisdom of this decision." On Mch. 29th the Hon. S. H. Blake, K.C., said in an interview: "If one was satisfied that the abolishing of the bar would end the degrading system of treating, then it would be well to pass such legislation as would give this splendid result; but there are so many other open doors that it would appear to me it would simply divert the habit from the bar to some other place, possibly without even the safeguards of the bar-room." On the same day, the Ottawa *Journal* (Ind.-Cons.) approved the policy.

On Apl. 3rd, in a crowded House, Mr. Rowell moved his Resolution and made a characteristically eloquent speech in which he dealt with the economic, the social and the scientific aspects of the Liquor traffic, the industrial loss which it caused, and its influence in producing crime, insanity and pauperism. He showed its power for evil in the home, and estimated the annual expenditure of the people of

Ontario in this respect at $25,000,000 a year. He had not sought nor coveted the position he held as Leader of the Oppostiion in the House nor the position of Prime Minister of the Province. "To these I have never aspired; not because I did not appreciate the honour and the importance of these positions, but other walks of life would have appealed to me more than these. The only inducement I had to accept the position, the only reason why in this House to-day I enter upon this contest, the only reason why I enter upon it in the country is this: I hope in some small way and in some small measure to be able to contribute to the betterment of the moral, social and industrial condition of the people of this my native Province. I can think of no better way than by the abolition of the bar." As to the Club and shop licenses there were only 53 of the former in the Province and 222 of the latter and they were but a fraction of the evil. If the bar was abolished, however, the Clubs must go also. The shops could be dealt with by and under Local Option laws. Sir James Whitney followed with a Resolution and announcement of policy to which, by an additional amendment moved by F. G. Macdiarmid, there was afterwards added the final clause:

This House recognizes the duty cast upon it to minimize as far as possible the evil effect of the drink habit by wise restrictions upon the traffic in intoxicating liquors. This House also recognizes that, having regard to the decisions of the Judicial Committee of the Privy Council as to the respective jurisdictions of the Dominion and of the Provinces, it is impossible for the people of the Province through its Legislature to abolish or control the manufacture within, or the importation into, the Province of intoxicating liquors; that the treating habit is now almost universally recognized as the most powerful factor in the evil results of the said traffic and habit, and no good object would be served by simply diverting the habit from the bar to some other place. That in the opinion of this House legislation to prevent and put a stop to the said treating habit should be enacted, and, if necessary, supplemented by regulations under which retail licenses are granted and held. And this House desires to put on record its appreciation of the good work done by the present Government of the Province during the past seven years, and of their earnest and faithful administration of the Liquor License law, and by the desirable improvements which have been added thereto.

The Premier was emphatic as to Mr. Rowell's proposal: "Abolish the bar and what would happen?" he demanded. "It is my unhesitating belief that if we abolish the bar the evils now existing will be amplified and increased"—through illicit sales and places. He was equally assured as to the general question. "The results of the Liquor traffic and the liquor habit are bad, terribly bad. Not only is it right, but it is the duty of every man in his sphere, be it private or public, to do what he can to lessen and minimize the evils relating to the drink traffic." The Government had done its duty in that regard, said the Prime Minister, and the Act of which they were proudest was the enactment of the Three-Fifths clause in the Liquor law. "Our attitude to-day is as it was ten years ago—that this is a question of evolution, of development, and of progress." The "ridiculous and disgusting" treating habit was the worst feature of bar-room drinking.

There was no doubt as to the desirability of its abolition but the great difficulty—one which he believed might be overcome—was in the enforcement of the law. "Probably, if legislation were enacted, regulations by the Department which is in control of the License system might be issued so as to hold over the hotel-keeper the possibility of losing his license and this would have great effect and render such a law more easy of enforcement than any enactment in favour of the abolition of the bar."

The Hon. W. J. Hanna declared the Three-fifths clause the greatest aid in enforcing Local Option laws. "The moment we carry by 60 per cent. we find in place of a guerilla warfare during the next three years, in the hope of reversing the vote, that the Liquor forces lay down their arms and quit the fight." Mr. W. Proudfoot, in his speech, declared the Government's Resolution a good thing but Mr. Rowell's a better; claimed that if the Scott Act had been enforced as laws now were in the Province it would have been beneficial; and declared that "for years the Members of the Government had been elected by the united efforts of the Liquor people." The vote of the House stood 79 for the combined amendment and 19 against.

A clear issue was thus put before the Province. In neither case was it Prohibition; in each it was a proposal which, from the Temperance point of view, contained elements of good. In both cases there were difficulties. Mr. Rowell faced the possible transfer of liquor drinking from the bar to the shop or some illicit place of sale; the Government faced the problem of enforcement. Varied opinions were expressed in the matter. The W.C.T.U. of Ontario issued a signed statement approving Mr. Rowell's policy and declaring that "the proposal on the part of the Government to prohibit or curtail the treating habit appears to us, as to its author, surrounded with difficulties. Our experience with the drinker and the purveyor of drink leads us to the conclusion that an anti-treating law would be impossible of enforcement." The *Christian Guardian,* organ of the Methodist Church, stated (June 19) that "no temperance slogan for a generation has so taken hold of the people of Ontario as the one which is now being heard in every Church court in Ontario, and which the Liberal party has made its own. . . . This 'Banish the Bar' campaign promises more from the Temperance standpoint than we had dared to hope, and all and sundry had better get out of the way."

A persistent Temperance agitation followed throughout the Province. Resolutions were passed favourable to Mr. Rowell's policy by the Baptist Young Peoples' Union of Ontario and Quebec at Toronto on Apl. 5; by the Western Ontario Association of Baptist Churches at Ridgetown on May 30; by the Hamilton Methodist Conference on June 4 *plus* approval of Mr. Hanna's License administration; by the Methodist Bay of Quinte Conference on June 8th; by the Niagara and Hamilton Baptist Association on June 7th; by the Toronto Methodist Conference on June 17; by the Board of Social Service of the Presbyterian Church of Canada at Brampton on Sept. 5; by the Temperance and Moral Committee of the Methodist Church of

Canada at Toronto on Sept. 27; by various gatherings of the Women's Christian Temperance Union. On the other hand the Church of England Synods refused to express any opinion and that of Toronto voted down (June 13) a Resolution in favour of abolishing the bar. A curious statement appeared at the close of a *Mail and Empire* editorial on June 10 dealing with Mr. Rowell's campaign: "Should he succeed in developing opinion to the point of demanding that the bar be abolished, Sir James Whitney's Government, always keeping pace with public opinion and always responsive to it, will effect the reform."

During Mr. Rowell's summer campaign he spoke at London on July 1st and, after referring to the above statement, said: "I make this appeal to Sir James Whitney: Join with me and let both political parties unite to wipe it (the bar) out. I invite Sir James Whitney to join with us and to cease straining for an ineffective and inefficient substitute." He was vigorous in his denunciation, here as elsewhere, of the Bar: "All our measures for social and industrial reform will fail to secure the results we desire so long as we continue in our midst an institution which impairs the efficiency of the workingman; curtails the output of the manufacturer; diverts from productive and beneficial industries a large amount of capital; destroys homes and wrecks lives; makes paupers and criminals—the licensed bar." At Belleville, on July 10, Mr. Rowell claimed that Club licenses had increased from 24 to 56 since the Whitney Government took office and there, as well as at other points, he continued his aggressive advocacy of abolition.

The East Middlesex bye-election was made a special fighting ground on this issue. The Independent candidate (W. Sutherland) announced on Oct. 17 in *The Globe* that: "I will support the Liberal party's policy of 'Abolish-the-bar' in the Legislature, and will vote for any Resolution which Mr. Rowell may introduce to this effect; unless Sir James Whitney introduces legislation going further toward the abolition of the liquor traffic, and in such event, I reserve my freedom to vote for such a measure if I consider it in the interests of temperance so to do." Mr. Rowell promptly promised his support to the candidate and on Oct. 22nd opened his campaign at Ilderton. There was no mistake as to the issue. "I covet for East Middlesex," said the Opposition Leader, "that she should on this issue give the Province of Ontario a lead. I covet for you the proud distinction of leading this Province in a great campaign for wiping out the bar. But no matter what you do it will not stop the progress of the fight, for the moral sense and judgment of Ontario is against the open bar, and the open bar is going to go." At Lambeth on the 23rd Mr. Rowell insisted upon this as the paramount issue though he mentioned some other matters of Party difference. He was at Belmont on the 24th and at Thorndale on the 25th.

Sir James Whitney spoke at Thorndale on Oct. 24th and said little of the abolition of "treating" but indicated his own personal position as follows: "It is the duty of every public man, not only his

right and privilege, if he values British institutions and has self-respect, to take every reasonable step in his power to minimize and do away with the awful effects of the drink traffic." This had been his view when entering public life and he thought the Province would say that he had carried it out. In this very constituency there were 32 licenses in 1904 and 10 in 1910. "Any man who will trifle with such a question and use it as a stalking horse for political purposes, is a political fakir and not worthy of support." He was very sarcastic over *The Globe* and Mr. Rowell, as a Director of that paper, publishing attractive and numerous Liquor advertisements. Mr. Hanna, Provincial Secretary, also spoke and Mr. Adam Beck addressed several meetings. The result of the contest was the turning of a Liberal majority of 540 in 1911 into a Conservative majority of 539—about what it had been in 1908. Mr. Rowell's comment was that this was a "preliminary skirmish." Speaking at Woodstock, Nov. 7, Mr. Rowell challenged the Premier or Members of his Government to come and speak with him in the current Local Option contests. He was at Ayr on Dec. 26th and again supported Local Option as a step toward the more complete policy.

Electric Power Question and the Commission's Work

On Dec. 31, 1911, 30 Ontario Municipalities were taking electric power from the Hydro-Electric Power Commission—a body responsible to the Provincial Government with one of its Ministers, Hon. Adam Beck, as Chairman and another, the Hon. J. S. Hendrie, C.V.O., as a Member and W. K. McNaught, M.L.A., as the third Commissioner. During the succeeding year much further progress was made and, early in January, 36 more municipalities passed "enabling" By-laws so that they might come into the system. As to the importance of the subject, Roderick J. Park compiled at this time a statement which was quoted by the Toronto Board of Trade and in which he claimed that there were capital investments in Ontario water-power development of $84,265,100, estimated the undeveloped power in the Province at 10,000,000 horse-power and declared that a field existed for the "profitable and sound investment" of $960,000,000 of capital. In Cobalt, for instance, steam power was in 1911-12 almost wholly displaced by hydraulic power for the operation of its mines and works.

Addressing the newly-formed Ontario Municipal Electric Association, with Mayor G. R. Geary of Toronto as President, on Feb. 22nd Mr. Beck stated that the Power Commission had 100,000 horse-power available. The Niagara district had contracted for 33,900 horse-power and altogether there was 44,000 horse-power contracted for. The quantity in actual use was 18,000 horse-power. The object of the Municipal Electric Association was a union for all Hydro-electric matters, such as the purchase of supplies, standardization of equipments, the accounts, operation and general management of plants, etc., and to work in conjunction with the Government Commission in promoting the electrical development of the Province. A Resolution was passed urging the Government to recognize Mr. Beck's

public services in this connection. The Government proposed at this time to make Mr. Beck the head of a new Department of Power, in name as well as in effect, but the only step actually taken was a measure introduced and carried by the Premier to enable the Chairman of the Commission to receive a salary of $6,000 a year without resigning his seat in the Legislature.

As to this Sir James said in the House on Feb. 13th: "The change had been considered because the Government found it difficult to give the Eastern and Central part of Ontario the benefit of cheap power owing to the bitter and determined opposition of the Dominion Government as then constituted. Private syndicates, aided and abetted by the Ottawa Government, were acquiring the water-powers in the East. Now, however, that the Government at Ottawa has been changed, it is possible to reconsider the matter. We have merely deferred putting into operation that which we will put into operation when the time comes, namely, the transfer of the Hydro-Electric to a Department of the Government." The Opposition had fought this suggestion in the recent campaign owing to the fear of tying up the municipalities too closely with a Government Department and this decision was, therefore, claimed by Mr. Rowell as "a great victory." At Woodstock on Jan. 9th he had said: "To the full limit of the resources of the Opposition in the Legislature we will oppose a policy inimical to the best interests of the municipalities, and prejudicial to the development of our Hydro-electric system; a policy which strikes one of the worst blows ever struck at public ownership in this Province. If you take the administration of that great boon of the people from a business Commission and make it a Department of Government you do a great wrong to the people of this Province." In respect to the remuneration given Mr. Beck after seven years of energetic and absorbing work, for and with the Commission, it was understood that he had deprecated the proposal and that the other Members—Messrs. Hendrie and McNaught—had refused to accept anything at all. The measure passed the House unanimously and with popular approval. A little later in the Session Mr. Beck's measure enlarging and re-arranging the powers and functions of the Commission included the following additions to its authority:

1. To take over existing Power transmission lines and to improve water-powers by assisting municipalities and others in the storage of water, making of sluices, etc.
2. To expropriate a local distributing plant where a municipality votes to enter into a contract with the Commission for a supply of power;
3. To regulate installation of electrical equipment and installation of wires in all buildings, including private houses, and to require the appointment by municipalities of Inspectors to see that such regulations are carried out;
4. To order the removal and alteration of any works that are a menace to the public safety or endanger life and to control, absolutely, whether those municipalities take power from the Commission or not;
5. To control the rates of any Company or individual taking power from the Commission, and to prescribe a uniform system of bookkeeping on the part of Power municipalities;

6. To direct the disposal of surpluses earned by municipal Power-plants supplied by the Commission and which, in many cases, are devoted to the building of sidewalks, street-sweeping, etc., and to direct them to the relief of Power and Light users.

7. To order all wires under its jurisdiction underground in cities and towns and, with the co-operation of the Dominion Railway Commission, to order underground all wires strung on streets where the municipalities construct tunnels or conduits to carry such wires;

8. To impose a penalty of $100 per day for any disobedience of any such order.

Strenuous objection was made by various Companies to the expropriation clauses and, on Mch. 5, Mr. Beck and his colleagues heard the representations of Wallace Nesbitt, K.C., for 136 concerns having an investment of $85,000,000. The Toronto Electric Light Co. and the Trent Valley companies were also represented. Mr. Rowell, in the Legislature on Apl. 2nd protested against the powers of the Hydro-Electric Commission being so enlarged, declared that the Government was proceeding in the wrong direction and that, instead of curtailing the authority of the municipalities, it should be increased. The municipalities were, he said, entitled to direct representation on the Commission. Mr. Beck, in his speech, stated that Niagara Falls was now supplying with electric power, through the Commission 9 cities, 14 towns and 6 villages while 30 other contracts were pending. One of the chief obstacles to the extension of the work of the Commission was found in the existence of privately-owned plants which, at times, were able to exclude the municipality from enjoying the benefit of the Commission's system. The Bill passed in due course.

Addressing the Ontario Municipal Association, Toronto, on June 19 Mr. Beck said: "The total estimated cost of the lines in the Niagara district, including the stations, towers and right of way apparatus in the various stations, is $4,466,417. The actual cost will be $4,493,000 or about $27,000 in excess of our estimate. But, in the expenditure, we have an extra cost of right of way alone of $321,000 more than the estimate; additional equipment such as protective relay system and spare transformers amounting to $158,285 and we added the interest charges for the first year, that is, up to the 1st of Nov., 1911, to capital account, amounting to $80,506, or a total of $559,970." He expected a further reduction in charges to municipalities by the end of the year. Negotiations were underway with many centres in the West and East alike. At Uxbridge on July 30 the Midland Association of the Hydro-Electric Power Union was formed with Mayor N. R. Beal as President. Mr. Beck, in his speech, furnished estimates for 1,900 horse-power to the 8 municipalities concerned. "What we want is that every small village shall be an industrial centre. Rather small towns and villages with plenty of manufacturing than great factory towns with slums and congested population." For the farms it meant much. Automatic chopping, a root cutter, a hay cutter, a wood-saw and other farmer's devices could be run by two horse-power—in fact all the ordinary work of the farm with lighting as an incident.

Mr. Beck pointed out that a year ago people thought electric milking was absurd, yet there were now a lot of milking plants around Ingersoll. For threshing and filling the silo 25 horse-power was required. The Government would probably have a portable motor and transformer for specified districts as it would not pay to put in a transformer everywhere. When a Township was wired the portable transformer could be attached anywhere and by a cable the power could be taken over the fields to the barns. The cost of wiring a Township was $40,000 and this would be payable to the Commission in $5,000, yearly installments. At the J. W. Might farm near Cooksville on Aug. 28 the Minister gave a gathering of farmers a practical illustration, by means of 25 horse-power, of what electricity could do for them. Other and similar illustrations were given at different points in the Province. On Oct. 10 Mr. Beck and the Commissioners announced a new schedule of rates in Niagara District beginning on Nov. 1st and on Dec. 6 another was announced:

Municipality.	Rate, Oct. 10.	Rate, Nov. 1.	Rate announced, Dec. 6.
Toronto	$18.10	$16.50	$15.00
London	28.00	27.00	24.00
Guelph	25.00	23.50	22.00
Stratford	32.00	32.00	30.00
Seaforth	41.00	41.00	40.00
Mitchell	38.00	38.00	37.00
St. Thomas	32.00	32.00	29.00
Woodstock	26.00	24.00	23.00
Ingersoll	28.00	27.00	25.50
Tillsonburg	32.00	32.00	32.00
Norwich	30.00	30.00	32.00
Beachville	33.89	32.00	31.00
Berlin	25.00	24.00	22.50
Waterloo	26.00	25.00	23.50
New Hamburg	32.00	32.00	32.00
Baden	37.00	37.00	37.00
Preston	25.00	23.50	21.50
Galt	25.00	24.00	22.00
Hespeler	26.00	25.00	23.00
St. Mary's	38.00	35.00	29.50
Dundas	17.00	16.00	16.00
Hamilton	17.00	16.50	16.00
Waterdown	37.50	30.00	26.00
Port Credit	36.79	32.00	31.00
Weston	30.00	30.00	30.00
Brampton	29.00	29.00	25.00
Mimico	30.74	30.00	30.00

"We have been in operation but a year," said Mr. Beck on Dec. 6, "and we have found that even our first low charges were excessive and that we have a surplus over and above the cost of power. We are now able to save consumers $100,000 in cheaper rates." Meanwhile Woodstock had turned on its Hydro-electric system on July 11th; the Commission announced on July 4 that it would construct transmission lines and supply Collingwood, Barrie, Coldwater, Elmvale and Stayner at a cost of $198,000; at Brantford, which had not yet come into the system, Mr. Beck on Oct. 22nd spoke at length in support of his policy; in Toronto, on Nov. 14, the Ontario Electric Association passed a Resolution declaring that, "in the opinion of this meeting representing over 30 Ontario municipalities, it is desirable that a system of electric railways, including street railways to

be owned by the municipalities, be established and built; and, further, that the Hydro-Electric Power Commission be requested to look into the advisability and practicability of constructing such a system and to furnish a report thereon to this Association." Mr. Beck expressed sympathy with the suggestion. In November it was announced that the Commission had signed contracts with five new municipalities—Brantford, Paris, Port Dalhousie, Brockville and Prescott. The Annual Report of the Commission for the year ending Oct. 31 showed Expenditures on the Niagara System during the year of $456,635, Receipts of $511,801, and Capital expenditures to date of $4,158,829.

Meanwhile, the Toronto Hydro-Electric Commission had been having difficulties. The City Auditor reported (Oct. 14) that the plant, etc., on Dec. 31, 1911, had cost to date $2,610,995 with outstanding liabilities of $378,518; that the deficit on Dec. 31st was $117,803, that the additional deficit on June 30, 1912, was $85,642, that the accrued Sinking fund unprovided for on June 30th was $50,888, and that the proportion of Interest charged to Capital was $36,305; that the total net shortage to June 30th was $290,639. At the same time he reported that the system of bookkeeping was cumbersome and involved in detail, the business over-staffed and the Power purchased on the "peak load" system, which he thought was not the best which could be employed. Mayor Geary vigorously defended the Toronto Commission, denied the conclusions reached, and criticized the financial figures. The deficit was said to be a matter of bookkeeping. John Mackay & Co. were at once employed to go over the accounts and they reported on Dec. 21st a mass of figures giving a different view of the situation.

An interesting development arose out of the visit on May 16 of several New York State Senators and Assemblymen to Toronto to obtain information as to the Ontario Hydro-electric system to lay before their Legislature. Senator T. H. Ferris was Chairman of the Committee, he and the members had a long interview with Hon. Adam Beck and his colleagues, and were given every assistance. At the close of the year, the Committee's Report was made public at Albany, N.Y., and elaborate figures given to indicate a deficit in Ontario municipalities, between contract rates with the Commission and rates charged the consumers, of $250,080. They were characterized early in 1913 by the Electrical Engineer of the Ontario Commission as "altogether misleading." Meantime, P. W. Sothman, Chief Engineer for this body, had resigned in July and been succeeded by Fred. A. Gaby, B.A.Sc., and in February the Commission had served notice of expropriation of the Power site at Chats Falls, on the Ottawa River, involving an estimated development of 120,000 horse-power. By this means an ample supply of cheap power was secured for the entire Eastern section of the Province including Ottawa, Smith's Falls, Prescott and Brockville.

The Toronto Electric Light Co. had, during the year, various difficulties to meet in its competition with a powerful Government organization and not the least of these was the frequent though brief breaks

in its transmission lines and the holding up of Toronto's business. On July 22nd a series of announcements were made by the Company as to changes and improvements. The Hydro-Electric Commission was "turned down" by the Kingston City Council which, on Aug. 20th, decided to enlarge the local plant. A Deputation from Stratford on July 19th endeavoured to obtain from the Government a repeal of the clause in their contract compelling exclusive dealing with the Commission but Sir James Whitney told them the Government would not interfere. The municipality had undertaken to further the sale of Provincial electric power, and any tampering with its agreement would establish a dangerous precedent which might, in the end, increase the cost of power to others in partnership with the Government or Commission. The Toronto Court of Revision decided on Sept. 26th that the Toronto Hydro-Electric Commission was not subject to Civic taxation.

Mr. Rowell in Northern Ontario; Liberal Incidents of 1912

An interesting matter was the visit of the Opposition Leader, the Liberal Members of the Legislature and a number of prominent men of the Party to New Ontario during the summer. Amongst those who accompanied Mr. Rowell and the other Members of the House were Hon. Charles Murphy, Ottawa; A. E. Ames, W. H. Shaw, J. E. Atkinson, James Ryrie, Hon. Robert Jaffray, G. Frank Beer, R. S. Gourlay and J. W. Curry, K.C., Toronto; G. M. Reid, T. H. Purdom and G. S. Gibbons, London; Lieut.-Colonel J. I. McLaren, Hamilton; J. M. Kilbourn, Owen Sound, and Malcolm Douglas, Woodstock. The party left Toronto on July 29th and in Cobalt on the 30th Mr. Rowell said at his first meeting: "We have come to you that we may better appreciate and understand the many questions of interest to this great North country. We seek to become more familiar with conditions as they are on the ground and to meet and confer with our fellow-citizens, the men of the North. We believe that the interests of North Ontario are the interests of the whole Province and that there is a primary responsibility upon the Government and Legislature to seek to further such a policy as will open up, develop and expand this country of splendid possibilities."

At Earlton on July 31st the Opposition Leader was sarcastic and used a phrase made familiar in the 1911 Elections: "We are having considerable experience in blazing the trail for the Government of the Seven Sleepers and we will do our best to induce Sir James Whitney and his colleagues to again emulate us and to come here and meet with you and study the requirements of your great and growing country." On this day Haileybury, Thornloe and Milberta were also visited and short speeches made. In the evening an address was given at New Liskeard and Mr. Rowell declared that transportation, publicity, immigration and settlement conditions dominated the situation in the North. He favoured the right of every citizen to free access to the Courts of the land in actions against the T. & N. O. without the necessity for securing a fiat from the Attorney-General and urged the evolution of a thorough system of good roads throughout the new

settlement districts. He promised, on the accession of the Liberal Party to power, that improvements on settlers' property would be exempted in whole or in part.

From the Mining district the visitors passed, on Aug. 1st, to the agricultural belt and saw something of Matheson and Englehart, of the Government's Experimental Farm at Monteith, and of Cochrane where the Board of Trade gave a banquet at which the Liberal Leader made, according to the press, the best speech of the tour. There could, he declared, be no question of the need of the North for better roads and he paid a high tribute to the work being done by Mr. J. F. Whitson in this respect for the settler. A strong progressive policy was needed. He insisted that the T. & N. O. Railway should be conducted more as a colonization road than as a paying proposition with the requirements of the settlers as the first consideration for its management. Growing municipalities should not be handicapped by great tracts of land withdrawn from taxation. Senator Jaffray, Hon. C. Murphy, J. E. Atkinson and others also spoke. On the 2nd the various Porcupine Mines were visited and at South Porcupine in the evening Mr. Rowell referred to local "blind pigs" and violations of the License law and declared again for complete abolition of all bars.

According to *The Globe* report he pledged himself to re-introduce an 8-hour Bill at the next Session and was in conference all day with manufacturers and men at the mines. On the 3rd a meeting was addressed at Haileybury on the way back and Toronto was reached again on Aug. 4th. Of this brief tour the Toronto *Star* (Lib.) said on the 6th: "Mr. Rowell met as many organizations as possible, Boards of Trade and corporation representatives, but he did not rely wholly on them. He went down into the mines and talked to the miners, went into the offices and talked to the 'bosses,' drove over the country roads and talked to the farmers, asked questions of the lumbermen, and found out what the men who swing the axe for a living had to say about things in the North." There was little hostile comment as to the trip and Mr. Rowell's praise of the work done by a Government official—J. F. Whitson—was appreciated by his opponents.

An important question which the Liberal Leader dealt with considerably during the year, following Sir William Meredith's Interim Report, was that of Compensation for Workmen. At Woodstock, on Aug. 29, he held a conference with a number of the workingmen of his constituency and delivered an elaborate address in which he described an adequate Act in this respect as one of the most urgent needs of the Province. He quoted Labour Department statistics and estimates showing the probable death of 2,000 persons yearly in Canada from industrial accidents with 10,000 non-fatal but more or less serious accidents. "This, apparently, is one of the sacrifices which our modern civilization demands as a condition of our industrial progress. But why should the victim bear the whole loss? If modern industry demands this sacrifice why should not industry bear

the cost? . . . There are two views of Workmen's Compensation —the old and the new. The old view was that the employer should only be liable to the employee in case the latter had suffered injury through the personal negligence of the employer; and under these circumstances, and these circumstances only, the employer should make compensation. The new view is that as a certain number of industrial accidents appear to be inseparably associated with the conduct of modern industry, the industry should bear the cost of compensating those who suffer from the effects of such accidents and, while the charge falls immediately upon the industry, it will be added to the cost of production and ultimately be borne by the community."

After reviewing the law of the Province as it now stood he claimed it was too limited in operation and too expensive in administration. "The law should provide compensation for workmen; not employment for lawyers and Insurance Companies." As to his policy the first and primary consideration in legislation should be the prevention of accidents; compensation should be provided for all injuries sustained in employment except, perhaps, where the injury was caused by intent of the employee, and even then, in the event of death or permanent disability; the industry should bear the burden of compensation; certain diseases caused by chemicals used in the industry should be classed with accidents; the compensation should be based upon the earning capacity of the workman; the payments should be guaranteed so as not to be lost in the event of the employer's insolvency. After reviewing the legislation of other Provinces and countries he declared that if the Government did not introduce a Bill at the next Session embodying these principles he would do so. The Bureau of Labour should also be re-organized and the Public Health Act made still better. These views were reiterated in several speeches—notably before the Insurance Institute of Toronto on Oct. 16th and at Earlscourt, Toronto, on Dec. 26th.

On Oct. 8th the Ontario Leader with Sir Wilfrid Laurier, Sir G. W. Ross and Sir Allen Aylesworth addressed the Provincial Reform Association of which the Hon. Mackenzie King had just been re-elected President. Mr. Rowell made a fighting speech in which he claimed to have forced the hands of the Government in the matter of the Hydro-Electric Department proposal, the New Ontario development policy, the Tax Reform matter, the Temperance proposals—in fact as to everything with which they had dealt during the year. Some of his other speeches treated of more than Provincial issues—notably one before the National Club, Toronto, on May 17 and one at the Laurier banquet in Montreal on Mch. 29th. At the former he defined the two Empire tendencies of recent years as: 1st, an increasing recognition of the autonomy of the self-governing Dominions; 2nd, a growing consciousness of the desirability and practicability of closer co-operation. He wanted a development of the Imperial Conference idea, closer trade relations, better inter-communication by ships and cables, a recognized Imperial citizenship. The latter address was described by Hon. R. Lemieux in the Montreal press as one of the most eloquent heard there in recent years. An incident in the Ontario

Liberalism of the year was the retirement of Hon. A. G. MacKay, K.C., from its politics and departure for Edmonton, Alta. Press comments from both sides were cordial and eulogistic of his abilities as a party leader. On Dec. 2nd Mr. Justice Leitch dismissed the personal charges* which had been laid against him over a year before and which had caused some unpleasant discussion. The case was discharged with costs against the Plaintiff and the statement that particulars demanded by the Court in October, 1911, had never been furnished.

Educational Affairs and Interests of the Year

The 1912 Report of the Minister of Education (Hon. R. A. Pyne, LL.D.) with statistics for the calendar year 1911 described the Educational progress of the Province as steady and satisfactory. The total expenditure upon Elementary schools increased by $813,000 with Legislative grants increasing by $86,000; the number of pupils enrolled were 6,720 more than in 1910 and the average attendance increased by 6,357. As to one vital problem the Minister said: "The position of the teacher in Elementary schools shows distinct improvement both in respect to the grade of certificate held and the salary paid. In general it may be said that the situation tends toward a satisfactory solution, and the supply of certificated teachers for the schools is approaching normal conditions. In 1911 the average salary paid in all the Elementary schools to male teachers was $767; to female teachers, $518. These salaries showed increases of $56 and $35, respectively, over 1910. The progress made in this respect during the past six years is remarkable, the average increase for male teachers being $253 and for female teachers $170. . . . The average salary in the urban schools for male teachers is $1,153 while that in the rural schools is $536 which accounts, not unnaturally, for the difficulty experienced in staffing the rural schools. The generous grants given by the Legislature have been a vital factor in the steady rise in the salary scale, and if School-boards generally will follow the policy pursued by some of them in advancing salaries, in a proportion commensurate to the rewards paid to persons in other avocations, an adequate supply of teachers will be found available."

In the teaching of teachers conditions were also better. "There are at present in the seven Normal Schools 969 teachers in training. In 1912 the number of certificates issued to Normal School graduates was 1,076, and the number issued to graduates of the Model Schools was 442. The total number of 2nd and 3rd Class certificates issued in 1912 was 1,518. It is apparent, therefore, that without taking into consideration the holders of 1st Class certificates or those who secure certificates good in the districts after attendance at Summer Sessions, the supply of teachers must soon be quite adequate, even when allowance is made for the usual withdrawals from the teaching profession." Reference was made to the appreciation of the Continuation Schools by the farming community; to the extension of agricultural training

* NOTE.—Allegations made by a woman confined for some time in an Insane Asylum.

in 27 centres in co-operation with the Department of Agriculture; to the fact that, in 1912, the teachers taking an agricultural course at the Guelph College numbered 45; to the successful work of the Schools for Blind and Deaf at Brantford and Belleville, respectively; to the continued and excellent work of the Public Libraries' branch under W. R. Nursey. The following were the 1911 Statistics:

Particulars.*	Public Schools.	Separate Schools.	High Schools.	Continuation Schools.
Number of Schools	5,921	495	148	129
Enrolled pupils	400,552	59,396	32,227	5,753
Average Daily Attendance	244,674	37,310	20,177	3,487
Number of Teachers	9,349	1,193	898	218
Amount expended on Teachers' Salaries	$5,196,563	$413,650	$1,141,124	$177,057
Total amount expended	$9,006,394	$897,890	$1,948,058	$252,080
Cost per pupil	$22.48	$15.11	$60.44	$43.82

At the 51st annual gathering of the Ontario Educational Association in Toronto on Apl. 9-11, there was an attendance estimated as high as 1,000 with teachers, inspectors and school trustees present from all over the Province. The President, J. H. Laughton, was in the chair and made some practical remarks. He was not displeased at the movement of Ontario teachers westward, because it was to the advantage of the whole country that the new-comers in those Provinces should be educated by good Canadians from the East. "Some say it is costing too much," he remarked. "If it is, cut down your grants for missionary work in China and use them at home. We are bothered in the schools with the work of the home and the church. The home does not do its duty and it asks us to teach morals and sex hygiene. The church will have to look after the home and the home will have to look after the children, and not foist its duty on the schools."

The Hon. R. A. Pyne, President R. A. Falconer, Archdeacon Cody and others addressed the Association or Sections of it; Dr. A. H. U. Colquhoun, Deputy Minister of Education, read a paper in which he said that there were enough teachers now for rural schools "if Trustee Boards would advertise properly and offer proper salaries," and favoured a system of pensions for teachers in order to make the profession more permanent and efficient; practical addresses in the Sections were delivered by J. R. Lumby, Fort William, D. D. Moshier, M.A., W. A. McIntyre, LL.D., Winnipeg, F. F. Macpherson, Toronto, N. W. Campbell, B.A., Principal Hutton, Toronto, J. H. Putnam, B.A., of Ottawa, J. Dearness, M.A., London, and many others. Dr. J. L. Hughes was elected President.

The University of Toronto continued to prosper so far as attendance was concerned but with certain financial difficulties looming on the horizon. As to these a statement was submitted to the Prime Minister by the Board of Governors which described the situation clearly. By June 30, 1913, it was estimated that the reserve which had accumulated in recent years would be wiped out and a deficit exist of $120,000. The reasons for this were the reduction of the amount

* NOTE.—The Protestant Separate Schools in the Province totalled 6 with 424 enrolled pupils; the Kindergartens numbered 194 with 20,677 pupils and the Night Schools 21 with 1,573 pupils.

received from ear-marked Succession duties; the increasing capital charges for new buildings of many and varied character; the large interest and sinking fund charges and the growing cost of maintenance. The annual Report of the Board of Governors, signed by Sir Edmund Walker, Chairman (June 30, 1912), showed a revenue of $863,557 and ordinary expenditures of $875,849—a deficit which was met from the still-remaining balance in the Reserve Fund.

According to President Falconer's Report the total staff of the University and University College numbered 383 with 22 in Victoria College, 20 in Trinity, and 7 in St. Michael's; the total of registered students in 1911-12 was 4,136 of whom 2,352 were in Arts, 519 in Medicine, 798 in Applied Science, 134 in Household Science, 305 in the Faculty of Education, and 40 in Forestry, with 12 in duplicate courses. The financial statement showed Legislative grants of $470,325 during 1911-12. Incidents of the year included the retirement of Prof. R. Ramsay Wright, Vice-President of the University, after 38 years service; the re-appointment on June 20 for six years of Sir Charles Moss, Sir Edmund Osler, J. W. Flavelle, LL.D., J. A. Macdonald, LL.D., Mr. Justice Kelly and Mr. R. W. Leonard as Governors of the institution; the conferring of an Hon. LL.D. upon Dr. Falconer by the University of Edinburgh; appointments of the year included Dr. B. P. Watson as Professor of Gynæcology; Rev. Father McBrady as President of St. Michael's College; Lieut.-Col. A. E. Gooderham and T. A. Russell, B.A., as Governors of the University.

Queen's University during 1912 passed out of the ranks of denominational institutions and, while remaining by Parliamentary enactment "distinctively Christian," was at the same time separated from its association with the Presbyterian Church and became, officially, Queen's University at Kingston. On Apl. 12 the new Board of Trustees elected, in part, under these changed conditions by the preceding Board was announced: Rev. Dr. W. T. Herridge and Judge MacTavish, Ottawa; Lieut.-Col. W. A. Logie and Rev. D. R. Drummond, Hamilton; Alex. Laird, Hon. J. J. Maclaren, J. K. Macdonald and A. T. Drummond, Toronto; Rev. Dr. W. J. Clark, Westmount; D. B. Maclennan, K.C., Cornwall; Edward Brown, Winnipeg; and Rev. Dr. M. MacGillivray, Kingston. Those afterwards elected by the University Council were H. A. Calvin, D. M. McIntyre, K.C., W. F. Nickle, K.C., M.P., Kingston, Dr. James Douglas of New York, and P. C. McGregor, LL.D., Almonte. The graduates elected Hamilton Cassels, K.C., and J. S. Willison, LL.D., Toronto, Hon. Wm. Harty, Kingston, Rev. Dr. Eber Crummy, Winnipeg, and Dr. Adam Shortt, Ottawa.

It was stated on June 24 that the projected University Fund of $400,000 had reached $282,547 with a promised subscription of $100,000 from Mr. Carnegie when the full amount was secured. In October the subscriptions totalled $301,000 and Mr. Carnegie changed his offer to $80,000 when the Fund reached $320,000. Judge Maclennan retired from the Board of Trustees at this time and at a

Dinner of the Medical Faculty (Dec. 12) Mr. J. S. Willison urged the appointment of a Provincial Commission to consider the claims upon the Province of this and other Universities. The students in attendance, 1911-12, totalled 1,507—a decrease of 105 over 1910-11 due to a reduction in extra-mural students. There were 925 registered in Arts, 4 in Pædagogy, 27 in Theology, 302 in Practical Science, 247 in Medicine and 45 in Department of Education—with 43 duplicate registrations. The Women students numbered 266 and the affiliated School of Mining had 632 students in attendance. The *Journal* of this University stated during the year that 176 of its Graduates were teaching (1910) in Ontario High Schools and Collegiate Institutes with 365 Toronto Graduates doing similar work. The Rev. Dr. Wm. Morgan was appointed Professor of Systematic Theology.

Of other institutions the Western University, London, made marked advances during 1912. The citizens had contributed $30,000 at the beginning of the year for the purpose of making the institution so strong that it might hope for aid from the Provincial Government. The students in 1911-12 numbered 196, the graduating medical class on May 2 was 38. Speaking on this latter occasion, Bishop Fallon declared that London had a right to a great University and he would do all he could to help the Western attain that position. During the year T. J. Murphy of London conducted a vigorous agitation for Government financial aid to the institution and, in *The Globe* of Dec. 9th, said: "Fifty per cent. of all the Succession duties goes to Toronto University. From the 13 Counties in the Western University district, the Province collected as Succession duties in 1908, $88,744; all over $44,000 being handed to Toronto University; in 1909, $96,562 or over $48,000 for Toronto; in 1910, $77,863 or nearly $39,000 for Toronto. Altogether, in the three years, these Counties, which are denied assistance for their own University, contributed $263,199 in Succession duties, $131,600 being handed over to Toronto University."

The University of Ottawa with 60 Professors and 800 students made steady progress in the construction of its splendid new Arts Building while Knox College, Toronto, advanced its ambition to collect funds for a new Building costing $500,000 it being stated in April that the Province had subscribed $150,000, the City $150,000 and Lord Strathcona the last $25,000. Speaking on Apl. 9 Principal Gandier stated that they had 140 students enrolled with the Presbyterian Ministry in view. The corner-stone of the new University was laid by Sir John Gibson on Sept. 26th. Incidents of the year included the adoption by the Toronto Board of Education of a Superannuation system for its teachers (June 20) which was to take effect on July 1st and involve an assessment of 2 per cent. on $1,212,000 of salaries; the declaration at Ottawa on Nov. 22nd by Principal D. M. Gordon of Queen's that the exclusion of religion from the schools had crippled Christianity in Canada and that religion and education must go together; the statement by a writer in the Toronto *Star* of Oct. 19 that there were 2,173 girls being educated in Toronto Ladies Colleges; the gradual development of the practice of sex separation in the class-

rooms of Toronto Public Schools until, in October, 1912, six of the largest Schools had adopted the system. The Honorary Degrees conferred during 1912 in Ontario were as follows:

University of Toronto	Charles C. James, M.A., C.M.G.	Toronto	LL.D.
University of Toronto	Prof. J. George Adami, F.R.S.	Montreal	LL.D.
Queen's of Kingston	Very Rev. Dr. E. J. Bidwell	Kingston	D.D.
Queen's of Kingston	Rev. D. R. Drummond, B.D.	Hamilton	D.D.
Queen's of Kingston	Rev. Thomas Mitchell	Southport, Eng.	D.D.
Queen's of Kingston	Rev. R. Bruce Taylor, M.A.	Montreal	D.D.
Queen's of Kingston	Arthur G. Doughty, C.M.G.	Ottawa	LL.D.
Queen's of Kingston	A. H. McDougall	Ottawa	LL.D.
Queen's of Kingston	Prof. W. Bennett Munro	Harvard	LL.D.
Victoria University	Rev. George W. Kerby, B.A.	Calgary	D.D.
Victoria University	Rev. T. E. Egerton Shore, B.D.	Toronto	D.D.
Victoria University	Rev. Allan J. Irwin, B.D.	Hamilton	D.D.
Trinity University	Rt. Rev. Heber J. Hamilton, B.A.	Japan	D.D.
Trinity University	Rev. T. W. Powell, M.A.	Windsor	D.D.
Knox College	Rev. Alex. MacGillivray	Toronto	D.D.
Knox College	Prof. James W. Falconer	Halifax	D.D.

Bi-lingual Schools and the Political Discussion

This question in Ontario could hardly fail to be complicated by the double element of race and religion —the French language being a part of the racial ideal brought by French-Canadians into Ontario, and other places in Canada to which they migrated, coupled with religious beliefs which were and are in a very considerable minority in that Province. When a Roman Catholic Separate School, by a perfectly natural process of adjustment to meet the desires of its own people, and without much thought of Departmental regulations, became also a Bi-lingual or perhaps almost entirely a French-speaking school then the issue became obvious. As an illustration let the development at Alexandria in Eastern Ontario be noted. A Roman Catholic Separate School had been in existence there from time immemorial and, as the people of the town were more than two-thirds Catholic, the school became one of the largest of its kind in the Province with an attendance of over 500 pupils and 10 teachers. Gradually, the French influx of population obtained a majority of the Catholic school vote for Trustees, etc., and then there came a divergence of opinion between the English and French Catholics as to language in addition to the usual standing divergence of sentiment between Protestant and Catholic.

With such conditions, or a portion of them, in certain localities there was also the political issue—the desire of the vast majority of the people to keep the Province English-speaking and the embodiment of this desire—to some extent at least—in the regulations of the Education Department. Legally, as was stated in the 1911 Elections, there were no Bi-lingual Schools in the Province; practically and naturally they had developed in portions of the Province. Hence the appointment of Dr. F. W. Merchant in 1910 to inquire into the whole situation, the commencement of investigation on Nov. 2nd of that year and the considerable public interest which was felt in the coming of his Report. When completed, on Feb. 8th, and made public on Mch. 7, 1912, it showed that the Commissioner had visited 269 schools with a total of 538 teachers and an aggregate enrollment of

20,645 pupils, of whom 18,833 were French-speaking children. These schools were in the Counties of Kent, Essex, Russell, Prescott, Stormont and Glengarry, the City of Ottawa and in the various unorganized districts. There were also a number of others not visited totalling 76 schools with 104 teachers.

Dr. Merchant found that conditions were not good in many of these schools and there seem to have been various reasons for this fact. As he pointed out the Bi-lingual situation was one of special difficulty. Children had learned to understand and to speak one language, perhaps before they came to the Province, and they were required, in addition, to master the ordinary subjects of the Public School course of study, to learn another language, and to become so proficient in the latter that it might become the means of communication and the medium of instruction. There were also irregularities in attendance and a preponderance of low-grade teachers. It appeared that the teachers were often conscientious and zealous but were handicapped by youthfulness and lack of experience and constant change. "There can be no doubt whatever but that the efficiency of the English-French schools is seriously lowered by the employment of such a large proportion of teachers holding certificates of the lower grades." Sixty per cent. of these teachers were said to have been in their positions less than a year.

There was also an assumption in many quarters that the Department of Education regulations did not apply to Separate Schools. The impression amongst those in control of these schools was that they had a freer hand than had the Public Schools. "Indirectly the impression has been one of the chief factors in limiting the use of English in English-French Roman Catholic Separate Schools in Eastern Ontario, and the Districts, because the teachers in these schools have not been made to feel that they were under obligations or bound by regulations to endeavour to make it the language of instruction." Dr. Merchant found that in the schools of Essex and Kent the English and French-speaking children were taught in the same classes in all forms. In Eastern Ontario and the Districts the plan of organization varied in different centres. The most serious defect in organization was the matter of grading and the classification of pupils. The tendency was to promote too rapidly. The practice, the place held by English or French respectively, depended largely upon the Teacher in charge—there being, for instance, wide differences in the character of the instruction given in Essex and Kent and in eastern Ontario.

Amongst the latter schools there had developed a system in which French was employed to teach all subjects except English and English had come to be regarded simply as one subject among others in the course of study. Approximately, 80 per cent. of the Separate Schools in eastern Ontario and 90 per cent. of the Public and rural Separate Schools in the Districts conformed more or less completely to this type. In none of the English-French Public Schools visited were the Scriptures read at opening or closing; in four cases no

religious exercises were held at the opening or closing; in 10 Essex Public Schools Roman Catholic forms of prayer were used and in 8 the Roman Catholic Catechism was taught during school hours as well as in a couple of those in Prescott and Russell; in the District Public Schools 23 used Catholic forms in the exercises while in 21 cases the Catechism was taught in school hours; in Stormont and Glengarry two cases of this latter nature were reported. Of one thing Dr. Merchant was certain—" that the best results are obtained when the medium of instruction is, in the beginning, the Mother-tongue and that this should include the first four years." Another definite statement was that " it is evident from an investigation of the results of all the tests applied that the English-French schools are, on the whole, lacking in efficiency." Certain other conclusions were reached:

The transition from French to English is best made gradually through the method of double teaching. According to this plan, a lesson is first taught in French and then repeated or reviewed in English. During the first part of the lesson the child is expected to become familiar with the subject matter of the lesson; during the second part his attention is given mainly to grasping the thought and expressing himself in English.

The mixed school offers the French-speaking children the best opportunity of learning English. Not only does this form of organization give them an opportunity of acquiring English through association with the English-speaking pupils on the playground, but it permits of the teaching of English throughout the grades by teachers whose mother-tongue is English and of French by teachers whose mother-tongue is French, by a system of exchanges in teachers easy to arrange.

This subject of English Conversation has been quite fully considered in connection with the discussion of the language of instruction. Conversation is best taught when every school lesson becomes a practice exercise. The child at entrance to school begins with systematic lessons in conversation. The subjects of conversation are objects, pictures, actions, etc., and words are directly associated with ideas. As soon as a few notional words are acquired, relational words are introduced. Many teachers make a good beginning in applying conversational methods in teaching English, but through lack of knowledge and materials are unable to continue beyond a few simple lessons. A Manual of Method for teachers covering the whole field of the teaching of English to French-speaking pupils would assist them materially.

The subject of French in the English-French Schools was considered mainly in its bearing upon the teaching of other subjects of the course of study. The teaching of French is in the early stages very closely connected with the use of the language as an introductory medium of instruction. It is in Form IV—especially in the case of classes preparing for the Entrance Examination—that the chief difficulty is experienced. While some of the teachers say that they can cover the Entrance course and at the same time devote sufficient attention to French reading, grammar and composition; yet the majority of them are of the opinion that such a course is too extensive.

The chief obstacle in the way of the improvement and the maintenance of the English-French Schools is the difficulty of securing an adequate supply of competent teachers. Given a sufficient force of well selected and well-trained teachers who have a clear and sympathetic grasp of the needs of the English-French Schools and of the means of supplying them, and the schools might, in a reasonable time, be made quite as efficient as the schools in English-speaking localities. The key to the permanent solution of the problem can be found only in the closer connection of the English-French schools with the High School system of the Province. In

the meantime, teachers with Temporary Certificates must be engaged to make up deficiencies in supply. The efficiency of these teachers has been greatly increased by training in the Summer Schools.

Press and public comments on this Report were analytical and political with the latter element preponderating. A. H. Musgrove, M.L.A., drew attention to the ridiculously low salaries, running in 50 cases to $200 a year, in 77 to $250, and in 66 to $300; the Toronto *Telegram* drew renewed attention to the Sturgeon Falls and Springer Township School cases as illustrative of conditions arising out of language ambitions or antagonisms; in the Legislature on Apl. 12 Mr. Rowell stated, in connection with a small vote for English-French training schools (Teachers) that this was the great requirement of the day. On Apl. 14 the Premier in the Legislature quoted the 1911 Resolution stating that "the English language shall be the language of instruction and of all communications with the pupils in the Public and Separate Schools of the Province, except where, in the opinion of the Department it is impracticable by reason of pupils not understanding English." He then proceeded as follows: "The Government proposes to provide additional inspection so that every school shall be visited by a Supervising Inspector to observe and test the progress made and enforce the carrying out of the Regulations; to make State aid conditional upon the employment of teachers capable of giving instruction in English and, where necessary, to give further financial aid towards the payment of such teachers; to insure that no text-books be used in any school other than those authorized by the Department of Education and that instruction in English shall commence at once upon a child entering school; to permit the use of French, as the language of instruction and of communication, to vary according to local conditions upon the report of the Supervising Inspector but in no case to continue this beyond the end of the first form."

Before a Liberal audience in Toronto on Apl. 19 the Opposition Leader (Mr. Rowell) criticized this policy as inadequate; declared that the Department of Education had failed (1) in securing an adequate supply of properly-qualified teachers; (2) in providing efficient Inspectors for the Schools; (3) in carrying out the law and the Regulations of the Province. His policy was outlined as follows: (1) Dismiss officials responsible for present conditions in Bi-lingual schools; (2) replace inefficient Inspectors by others who will adopt a sympathetic attitude toward the Regulations and policy of the Department; (3) establish additional training schools to secure teachers competent to teach in English thoroughly; (4) carry out the present law regarding language instruction and appoint Supervising Inspectors to see that school laws and Regulations are obeyed; (5) give financial assistance to schools in sparsely-settled districts so that they can get good teachers; (6) discontinue all denominational teaching and use of unauthorized text-books in schools.

On June 15th the Government policy in connection with the Report was definitely announced by Sir James Whitney as going into effect at the beginning of the School year. In summarized form the

reorganization plans were stated as follows: "The pupil shall, upon entering the first Form, begin an oral course in English; as soon as he has sufficient knowledge of English he shall begin the course in the Primer; in schools where French has hitherto been a subject of study, instruction in that language shall be limited to one hour daily, shall not interfere with instruction in English, and shall be optional; three Divisions for purposes of Inspection will be established, with four Model Schools for training English-French teachers." Supervising Inspectors were announced as follows: W. J. Summerby, R. O. White, B.A., E. E. Ingall, B.A., and the Inspectors were to be L. E. O. Payment, M.A., V. H. Gaboury, H. St. Jacques, B.A. Of the Model Schools Dr. Pyne stated that the Principals would be as follows: Ottawa, C. H. Edwards, B.A.; Vankleek Hill, John Hartney; Sandwich, D. M. Eagle; and Sturgeon Falls, A. A. Jordan, B.A. Elaborate and explicit instructions were issued to all English-French and Roman Catholic Separate Schools defining the new Regulations—Circular of Instructions, 17—and promising for the teachers a Manual of Method. The chief clauses were as follows:

(1) Where necessary in the case of French-speaking pupils, French may be used as the language of instruction and communication; but such use of French shall not be continued beyond Form I excepting during the school year of 1912-13, when it may also be used as the language of instruction and communication in the case of pupils beyond Form I who, owing to previous defective training, are unable to speak and understand the English language. (2) In the case of French-speaking pupils who are unable to speak and understand the English language well enough for the purposes of instruction and communication, the following provision is hereby made: (*a*) As soon as the pupil enters the school he shall begin the study and the use of the English language; (*b*) As soon as the pupil has acquired sufficient facility in the use of the English language he shall take up in that language the course of study as prescribed for the Public and Separate Schools.

The comment of *The Globe* upon this announcement (June 25) was concise. "The new Regulations, honestly enforced, will solve the Bi-lingual problem" but, it declared, there is no guarantee that they ever will be enforced. The personal attitude of the Hon. Dr. J. O. Réaume, Minister of Public Works, at the French-speaking Congress in Quebec (June 25) was expressive and was widely quoted at this time in the Liberal press: "Before we leave this Congress we should make a vow to raise and educate our children in the French language, no matter what part of Canada we live in." On the other hand, the Hon. N. A. Belcourt, K.C., a Liberal Senator of Ottawa, was equally expressive: "The use of French in the schools of Ontario is not sanctioned by the constitution or by the law. It is simply tolerated until it can be made to disappear—if that is possible. . . It is undeniable that the ostracism of the French-Canadian in Ontario is almost general. The attempt of 250,000 French-Canadians in Ontario who do not wish their language to disappear and who are ready to make a constant fight to prevent it at whatever cost to themselves, instead of provoking admiration seems to have awakened the animosity of a great part of the population of the Province."

A controversy over the new Regulations was inevitable and it assumed immediate shape in Ottawa where, on Aug. 26, *La Justice* put the French view in succinct terms. The Government was said to desire that the Bi-lingual teaching of French children should come from Anglicized teachers, who naturally would have a tendency to neglect the instruction of French children in their mother-tongue, which, officially, had equal rights with English in all parts of Canada. The only thing to do was to resist the new Regulations and to that end *La Justice* called on the French clergy to take the lead; and urged the formation in every district, parish and village of Committees to aid and stimulate the School-boards. The Ottawa Separate School Board (Sept. 11) led the fight with two Resolutions passed by large majorities. The first, after stating various objections to the Instructions declared that "this Board is regretfully compelled to decline enforcing the said Instructions." The second stated that "it is detrimental to the Catholic teachers and the Catholic population to have a non-Catholic at the head of the Bi-lingual training school." The Trustees expressed their willingness to lose their $4,000 Government grant if necessary.

On Sept. 18 there was published a long letter from the veteran Father of Ontario's Separate School system—Sir Richard W. Scott—to Dr. Pyne, Minister of Education, in which he claimed that Quebec had been more than generous in its treatment of the Protestant minority; stated that the Protestant Committee of Public Instruction there was actually encouraging the teaching of French in its schools; declared that the yearly examinations in Ontario proved the efficiency of Separate School pupils to equal that of Public Schools; and made a strong plea for generous treatment of the minority. The French-Canadian Educational Association of Ontario urged a vigorous fight against the Regulations, obtained action or protest from a number of Separate School Boards, with many signed circulars of protest from individual Catholic ratepayers. C. S. O. Boudreault, President of the Association, stated on Oct. 5th that 50 Boards had passed Resolutions similar to that of Ottawa—in response to a circular requesting the passage of the Ottawa Resolution and another declaring that the teachers of the District addressed should be "obliged to teach French reading, grammar, spelling and literature, and that the language to be used in the teaching of history and of geography should be the French language; that they be obliged furthermore to make use of the French language in the ordinary relations between teachers and pupils."

Sir James Whitney on Oct. 9 issued a press statement regretting the misrepresentation which these Resolutions indicated and declaring that "it is the duty of the Government to carry out its policy without fear or favour, undeterred by threats and this is the course the Government proposes to pursue. To break provisions of the School law, some of which are not new, but have prevailed in this Province for many years, is a serious step to take." From the Department of Education also went a notice (Instructions 18) to the Teachers and Trustee Boards stating that any school which disobeyed the Regula-

tions would cease to be a part of the Provincial system and that its supporters, while they might voluntarily contribute to it, would also be classed as Public School supporters and would have to contribute as such; while the teachers would be liable to suspension or cancellation of certificate.

The Ottawa Board continued to campaign against the Regulations under the leadership of Trustee S. M. Genest; *Le Temps* of Ottawa demanded (Oct. 11) the retirement of Messrs. Foy and Réaume from the Cabinet; Sir Richard Scott on Oct. 8 issued another appeal for consideration based upon the fact that 2,000,000 Canadians and 100,000,000 other people spoke the French language and that it was the language of culture, of a great literature, and of diplomacy; Sir George W. Ross in *The Globe* of Oct. 30-31 stated various historical and political reasons for the toleration of French in Ontario and dwelt upon the value to every educated man or woman of knowing two languages. He summed up his views as follows: "In an experience of 16 years as Minister of Education, I was brought into close contact with the French population of Ontario, as well as with their clergy and Bishops, and while all desired and were ever anxious that every French child should learn English, they were equally anxious that instruction should be given in French to the same extent as in English by competent teachers. This request appeared to me quite reasonable and just to the children of French origin." At Ottawa on Nov. 14 about 1,000 young French-Canadians held a meeting, organized an Association and passed a long Resolution urging modification of the Regulations because "we have the right to speak and to teach French in this Province by the natural right of any man to speak his own language, by the constant use of French in this Province since its first discovery, by the Resolutions, Statutes, and Provincial regulations previous to Circular 17, officially recognizing French in Ontario for no less than fifty years past." The reply of the Department of Education to this and other demonstrations was the issue of a pledge of obedience to Departmental Regulations the signing of which was required from teachers in Bi-lingual schools.

On Dec. 27 representatives from nearly all French-Canadian School Sections with delegates from or credentials of most of the School Boards concerned waited upon the Premier of Ontario who had with him the Minister of Education and several other Members of the Cabinet. A Memorial was presented asking for the withdrawal of Regulation No. 17 on the ground that "it was issued in error, without authority, is *ultra vires* and in direct contradiction to and in positive conflict with Regulation No. 15 which provides that 'the study of the French language in the schools is one entirely under the control of the Boards of Trustees.'" Elaborate arguments were adduced and S. M. Genest and Dr. A. Freeland of Ottawa also spoke. Sir James Whitney, while promising consideration and declaring for a policy of give and take in details, was explicit on one point: "The reason why Separate Schools exist is because of religious feeling, but the people of Ontario are not willing that a third kind of schools, known as racial schools, should exist."

Employees' Compensation and Farmers Bank Affair

On June 30, 1910, Chief Justice Sir W. R. Meredith was appointed a Commissioner by the Government of Ontario to make inquiries regarding the liability of employers to afford compensation to their employees for injuries received in the course of their employment; to report as to the laws in force in other countries, and to state how far such laws were found to work satisfactorily. He took, as time permitted, a considerable volume of oral evidence, collected a mass of documentary evidence and official or legal data from many countries, received the views of Labour and other organizations in Canada, and was presented with an elaborate expression of studied opinion from the Canadian Manufacturers' Association. On Mch. 27, 1912, an Interim Report was presented to the Lieut.-Governor and afterwards published in a bulky volume. Sufficient progress had been made, the Commissioner thought, to warrant the statement that the law of Ontario was entirely inadequate to meet the conditions under which industries were being carried on or to provide just compensation for those employed in them who met with injuries or suffered from occupational diseases contracted in the course of their employment. For his future consideration there was still the question of what industries or employments a new law should cover and as to the treatment of various individual conditions or exceptions. As to the main issues he was explicit:

> It is satisfactory to be able to say that there is practical unanimity on this point and that those who speak for the employers concede the justice of the claim made on behalf of the employees that the industries should bear the burden of making compensation. The employers, however, contend that the whole of this burden should not be borne by them, but that the employees should share it, and suggest as a fair contribution by the employees 10 per cent. of the amount required to provide for the compensation. This contention is strenuously opposed by the employees who take the position that the whole burden should be borne by the employers.
>
> The basic principle that the burden of providing compensation should be borne by the industries being conceded, the question arises as to what form the legislation necessary to give effect to it should take. Those representing the employers, who have appeared before me, favour what is practically a plan of mutual insurance, under the management of a Board appointed by the Crown, that the industries should be divided into groups or classes, and that an annual assessment should be made by the Board to meet the claims for the preceding year, each group or class being assessed only for the compensation for injuries happening in establishments within it with a special additional assessment in all cases to provide a reserve fund. This plan seems to be favoured by the representatives of labour organizations.
>
> There being practically unanimity on the part of the employers and the employed as to these two main principles, it would seem to follow that it is reasonable that they should form the basis of Provincial legislation and, as at present advised, I shall be prepared to recommend a plan such as is proposed, if, after careful and thorough inquiry and examination I am satisfied that it is economically sound and workable.

Much important evidence was given. Miles M. Dawson of New York declared that the Compensation system in Germany had headed off Socialism, prevented the growth of slums and improved the effi-

ciency of the workmen. F. W. Wegenast presented the Manufacturers brief, and argued (1) that for reasons both humanitarian and economic the prevention of accidents should be a prime consideration in any scheme of Workmen's Compensation; (2) that relief should be provided in every case of injury arising out of industrial accident, but that gross carelessness, drunkenness, or intentional wrong on the part of the workman should be penalized in some way; (3) that the system of relief should be adapted to cover wage-workers in every industry or calling, involving any occupational risk, and should not be confined to such industries as railroading, manufacturing, building, etc.; (4) that relief should be certain and not dependent upon the solvency of the employer, or upon the Courts, and that the amount of compensation should be definite; (5) that the funds should be provided by joint contributions from the Employers, Workmen and the State.

As a body the Manufacturers recommended either a collective liability, or a State Insurance system, and the creation of an independent, non-political Provincial Insurance Department administered by a Board of three Commissioners. This Board should provide for the payment of all claims for compensation out of a Fund to be raised by premiums levied upon the pay-roll of industries classified according to hazard. The Board should have varied and wide powers of administration. The official representatives of the Labour bodies presented many proposals identical to those of the Manufacturers but insisted that the entire cost of compensation should rest upon the employers. In August Sir Wm. Meredith left to investigate conditions in Great Britain, Germany, Belgium and Holland. On his return, in the course of further Hearings, Sir William said on Dec. 27: "The whole problem before me is this: Can I propose a scheme, economically sound and workable, that will be equally just and acceptable to employers and employed?"

The Farmers Bank insolvency case came up prominently during the year and Sir William Meredith was appointed by the Ottawa Government in February as a Special Commissioner to investigate the incorporation, conduct and failure of the institution. In the Inquiry which followed and proceeded intermittently throughout the year, F. E. Hodgins, K.C., and John Thompson, K.C., represented the public; W. C. Mikel, K.C., and T. E. Weldon the Depositors, and W. Laidlaw, K.C., the Shareholders. The issue of the Certificate by the Treasury Board was thoroughly gone into at Ottawa and, at Toronto, W. R. Travers, ex-General-Manager, was brought from the Penitentiary to testify as to various matters. On Apl. 11, Dr. W. Beattie Nesbitt, ex-M.L.A., the founder and for a year President of the Bank, who had left the country after its failure, was arrested in Chicago and eventually brought back to Toronto on May 12 without insisting on extradition. He appeared in the Police Court and was released on bail of $30,000. The whole matter of Nesbitt's relations with the Bank was gone into before the Commissioner and all the complicated charges and counter-charges, matters of note discounting and stock raising, bookkeeping and management, investigated.

The question of the Ontario Government's deposit in the institution was gone into and particulars given by Hon. A. J. Matheson, Provincial Treasurer, on May 30. Evidence was also heard from W. H. Greenwood and W. F. Maclean of *The World* as to their efforts to obtain larger deposits from the Government for this Bank with the subsequent allegation in the Liberal press that a certain loan given Mr. Maclean by the Bank and afterwards repaid was really given from Government deposits. This charge was explicitly made in *The Globe* on May 31st and vigorously denied, so far as the inference was concerned, by Mr. Maclean. The Commissioner stated (*Mail*, June 1st) that the allegation by *The Globe* was not justified by the evidence. Dr. Nesbitt testified on June 28th; on the 30th Travers created a sensation by stating that a mysterious $3,000 cheque of his, about which nothing could be ascertained, had been delivered by him to Peter Ryan, Registrar of Toronto, on Nov. 28, 1906, in connection with the issue of the Government certificate and as a result of hints alleged to have come from political circles at Ottawa. He stated that he had seen Ryan at the Russell House in Ottawa and afterwards sent the cheque up to his room. Mr. Ryan denied this under oath and proved that he had not been registered at the Russell on the day in question nor was there any record of his having had a room there. He placed all his books and banking matters under the Commissioner's inspection.

The Report of the Commissioner* reviewed the history of the formation and exploitation and failure of the Bank and reported that as to the matter of the moneys and securities and loans adjusted to meet the requirements of the Treasury Board on organization "the Provincial Directors and Travers were guilty of a breach of trust"; that the Treasury Board was "induced to give its certificate by false and fraudulent representations on the part of Travers"; that as to the representations made the Finance Minister by Sir Edmund Osler and others "it was, in my opinion, incumbent on the Treasury Board to have investigated the charges that had been made before coming to a conclusion as to whether or not the Certificate should be given"; that "the evidence satisfies me that if the Bank had been prudently and honestly managed there is no reason why it should not have succeeded"; that, on the other hand, "the subsequent management of the affairs of the Bank was characterized by gross extravagance, recklessness, incompetency, dishonesty and fraud."

Upon the Ryan matter the Commissioner was explicit: "An unsuccessful attempt was made to show that money had been used by Travers to procure the issue of the certificate. In support of it Travers testified to the issue of a cheque for $3,000 which he said was placed in an envelope addressed to Mr. Peter Ryan and sent to Mr. Ryan's room in the Russell House, at Ottawa, and afterwards presented and cashed. That Ryan received this cheque or had any connection with it, if it was used for the purpose stated by Travers,

* NOTE.—Submitted to the Government Feb. 21, 1913.

was disproved." As to the charges that the alleged promise made by W. H. Greenwood of *The World* to Travers had influenced the Provincial Treasurer the finding was also clear: "That if any such promise was made it was not communicated to the Provincial Treasurer, and that he was not made aware that it had been made, and that in making deposits with the Bank he acted with nothing in view but the public interest and the making of a fair distribution of Government deposits between the Banks carrying on business in Toronto."

Resources and Development of the Province in 1912

The latest available figures as to Ontario's population (1910) showed the number of people in the Province in the Census year to be 2,523,274 as compared with 1,917,544 in 1890; the latest figures of total Municipal Assessment (1910) were $1,331,198,191 as against $798,616,271 in 1890 and of Taxes for all purposes, including schools, $23,941,400 as against $10,897,485; the Debenture debt of Municipalities (1909) was $100,441,779, the Sinking Funds $17,199,730 and the Floating debt $13,256,765 as compared with $40,720,985 of Debenture debt and $8,387,186 of Floating debt in 1890. The Census of Manufactures showed in 1900 a Capital investment of $214,972,275 and in 1910 $595,394,608; the number of employees as 161,757 and 238,817, respectively; the salaries and wages paid as increasing from $56,548,286 to $117,645,784; the value of products as growing from $241,533,486 to $579,810,225. The area of assessed land in rural Ontario in 1911 (Provincial figures) was 24,683,747 acres, the portion cleared was 14,381,650 acres and the portion still classed as woodland was 5,333,296. The value of farmlands was $723,902,419—an increase of $83,000,000 since 1906, of Buildings $317,876,963, of Implements $84,969,426, of Live-stock $214,720,424. The total was $1,341,469,232 or an increase of 152 millions in six years. The farm value per occupied acre was $29.33 for land as against $27.65 in 1907 and a total of $42.94 for land, buildings and implements as compared with $38.75 in 1907. In Agriculture, as in Manufacture, Ontario still held first place. The agricultural production of 1912, according to Federal figures, was as follows:

Crops.	Area.	Yield per Acre. Bush.	Total Yield. Bush.	Average Price per Bush.	Total Value.
Fall Wheat	561,000	20·63	11,573,000	0·92	$10,647,000
Spring Wheat ...	110,000	18·77	2,065,000	0·88	1,817,000
All Wheat	671,000	20·32	13,638,000	0·91	12,464,000
Oats	2,637,000	34·85	91,899,000	0·41	37,679,000
Barley	500,000	29·49	14,745,000	0·61	8,994,000
Rye	95,000	18·38	1,746,000	0·75	1,310,000
Peas	220,000	14·95	3,289,000	1·16	3,815,000
Buckwheat	201,700	26·74	5,393,000	0·56	3,020,000
Mixed grains	389,000	36·54	14,214,000	0·58	8,244,000
Flax	8,100	16·70	135,000	1·62	219,000
Beans	49,200	17·57	864,000	2·13	1,840,000
Corn for husking.	271,700	59·06	16,047,000	0·61	9,789,000
Potatoes	153,500	143·90	22,089,000	0·59	13,033,000
Turnips, etc.	148,000	436·25	64,565,000	0·19	12,267,000
		Tons.	Tons.	Per Ton.	
Hay and Clover..	3,240,000	1·62	5,249,000	12·04	63,198,000
Fodder Corn	241,400	10·70	2,583,000	4·84	12,502,000
Sugar Beets	17,000	11·16	190,000	5·00	950,000
Alfalfa	85,000	2·76	235,000	11·75	2,761,000

The total product was valued at $204,549,000; that of 1911 was $193,-260,000. Despite this gain in value there was in 1912 a considerable reduction in wheat production owing to an excessively wet season. The Census figures of 1911 (for 1910) showed 120 butter factories with a product valued at $2,741,689 and 1,007 Cheese factories with a product of $12,597,252. According to Provincial Statistics there were in 1911, 737,916 horses in Ontario valued at $103,-373,206; 1,045,610 milch cows worth $47,377,588 and 1,547,595 other cattle worth $37,257,374; 1,040,245 sheep and lambs worth $6,213,021; 1,744,983 swine valued at $14,593,917 and Poultry worth $5,905,318. The value of this Live-stock was $214,720,424 as compared with $194,416,037 in 1910; the total value of Live-stock sold or killed in the Province during the year was $80,675,390; the wool clip of the year was 3,780,748 pounds.

Fruit was a matter of growing interest to the farmers and to those concerned in general agricultural development. At the Dominion Conference of Fruit Growers—Ottawa, Feb. 14—it was stated that there were 42 Co-operative Fruit Associations in Ontario and that they were proving eminently successful. Statistics from the recent Census showed that in 1910 there was a total of 12,252,818 fruit trees in the Province—a decrease of 1,835,118 since 1900; 271,666 acres in orchard and nursery—a small increase; 9,069 acres in vineyard or an increase of 71 per cent.; a decrease in peach, pear and plum trees and an increase in cherry trees; a decrease in apple trees from 9,542,-000 to 7,766,000, a considerable increase in grapes and a small increase in strawberries and other small fruits. As to this Province, W. H. Bunting in his Special Report to the Dominion Government (1912) said:

General.—The Province of Ontario is without doubt the most important one in the Dominion from a horticultural standpoint, both as regards the extent of territory involved, the great variety of fruits which reach perfection, and the volume of the trade which has been successfully developed throughout Canada and in foreign markets. Owing to the proximity of the several large lakes surrounding the southern part of the Province, it has, over a large territory, a much milder and more equable climate than many sections of the United States considerably farther south. Late spring frosts and severe winter temperature are quite unusual here and consequently many of the tender varieties of fruits may be produced with great regularity and success.

Niagara District.—Throughout the greater part of this territory, particularly along the south shore of Lake Ontario as far east as the Niagara River, are to be found the principal commercial peach orchards and grape vineyards of Canada. Many thousands of acres are devoted exclusively to the cultivation of these fruits, which here find a very congenial home. Extremes of temperature are so rare that a complete failure of these fruits seldom occurs; in fact, although the writer has been engaged in the production of fruit in this section for over 30 years, he does not remember a situation of this kind in his experience. Plums, pears, cherries and small fruits of all kinds are grown with ease and with a certainty of production which renders the business very reliable and profitable, if ordinary care and application are exercised.

Passing to Forests, it may be said that the *Pulp and Paper Magazine* estimated the Ontario areas in pulp-wood timber (1912) at 40,000,000 acres with 400,000,000 cords standing; that the great lumber and pulp industries of the Ottawa Valley—the Riordans, the Eddy Company, the Booth Mills—made marked progress during the year; that at St. Catharines, Thorold, and Sturgeon Falls, and the Sault, similar development was proceeding. In Minerals there was a large growth of production with, for the first time, a considerable total in gold. The total of all minerals was $47,471,990 as compared with $41,976,797 in 1911 and $25,019,373 in 1907. The bulk of this production was in what was called Northern Ontario—even the Nickel mines of the Sault coming under that heading. The total for the Province in 1911 and 1912 was as follows:

Metallic.	Value, 1911.	Value, 1912.
Gold	$42,637	$1,859,285
Silver	15,953,895	17,455,080
Copper	1,281,118	1,581,062
Nickel	3,664,474	4,722,040
Iron ore	445,930	238,884
Pig Iron	7,716,314	8,054,369
Cobalt	170,890	.....
Sundries	.....	330,171
	$29,275,258	$34,240,891
Less Ontario ore smelted into pig irons	172,391	145,326
Net Metallic production	$29,102,867	$34,095,565
Non-Metallic.		
Brick (common)	$2,801,971	$3,178,250
Tile (drain)	349,545	279,579
Brick (paving, fancy, etc.)	86,685	126,286
Brick, pressed	564,630	627,669
Building and crushed stone	892,627	953,839
Calcium carbide	84,437	120,000
Cement, Portland	3,640,642	3,373,653
Corundum	147,158	233,212
Lime	402,340	381,672
Natural gas	2,186,762	2,267,897
Petroleum	353,573	344,537
Quartz	64,405	179,576
Salt	430,335	450,251
Sewer Pipe	410,064	427,353
Sundries	458,256	432,651
Total Non-Metallic production	$12,873,930	$13,376,425
Add net Metallic production	29,102,867	34,095,556
	$41,976,797	$47,471,981

Of miscellaneous matters Federal statistics for year ending Mch. 31, 1912, showed 78,853 immigrants landing at ocean ports with Ontario as their destination; the Bank Clearings of the Province—Brantford, Fort William, Hamilton, London, Ottawa and Toronto—were $2,677,391,796 in 1912 as compared with $1,491,336,495 in 1906; the total traffic of Ontario Canals—Sault, Welland, Ottawa, Rideau and Trent—was, in the 1912 season, 43,151,203 tons; the mileage of Ontario's Railways (Federal year, June 30, 1912) was 8,545 or an increase in the year of 223 miles with 1,856 miles under construction; the estimated value of the product of Fisheries in 1911-12 was $2,205,436 or an increase of $179,315. The Loan Companies of the Province had

general Receipts of $118,543,577 in 1911; Receipts in their Trustee capacity of $131,372,187; an expenditure on Corporation account of $118,002,684 and on Trust account of $128,668,361. The Presidents of the chief Agricultural bodies were as follows:

Ontario Association of Fairs and Exhibitions	Dr. J. U. Simmons	Frankford.
Ontario Agricultural and Experimental Union	Fred W. Goble	Woodstock.
Ontario Horticultural Association.	Rev. A. H. Scott	Perth.
Ontario Vegetable Growers' Association	Thos. Delworth	Weston.
Fruit Growers' Association of Ontario	D. Johnson	Forest.
Ontario Bee-Keepers' Association.	D. Nolan	Newton Robinson.
Ontario Corn Growers Association.	J. H. Williams	Fletcher.
Dairymen's Association of Eastern Ontario	J. H. Singleton	Smith's Falls.
Dairymen's Association of Western Ontario	D. A. Dempsey	Stratford.
Ontario Horse Breeders' Association	Wm. Smith	Columbus.
Ontario Sheep Breeders' Association	Lieut.-Col. Robt. McEwen.	Byron.
Ontario Large Yorkshire Swine Breeders Association	J. E. Brethour	Burford.
Ontario Berkshire Breeders Association	E. E. Martin	Canning.
Poultry Association of Western Ontario	Richard Oke	London.
Eastern Ontario Poultry Association	Geo. Robertson	Ottawa.
Ontario Provincial Winter Fair..	Wm. McNeil	London.
Eastern Ontario Live Stock and Poultry Show	Peter White	Pembroke.

New Ontario: Cobalt and Porcupine Development

The great region of Ontario lying north of the French River and Lakes Huron and Superior, called New or Northern Ontario, was the object in 1912 of much discussion, legislation and development. With 147,000 square miles of territory (exclusive of the new District of Patricia) in which 60 million acres were said to be covered with spruce, black pine and poplar; with abundance of moose, caribou, bear, beaver, wild duck and partridge for the sportsman; with the extraordinary growth of the Cobalt and Porcupine regions: with the rapid construction or extensions of three Transcontinental Railways; with a large influx of settlers and inpouring of visitors, capitalists, and politicians; it was little wonder that public attention was greatly drawn to the North. One word of hostile criticism there was and it came from Dr. B. E. Fernow, Dean of Forestry, Toronto University, in a Report to the Commission on Conservation. Dated Dec. 28, 1912, it was the announced product of "a rapid inspection of conditions along the National Transcontinental Railway from Cochrane east and west for about 200 miles" and in it Dr. Fernow took the ground that preceding studies and current opinions of the country were largely incorrect as to, at least, the portion of the "Clay Belt" region which he had seen.

His judgment was that "probably 50 per cent. of the area involved does not contain any wood values and that probably the same percentage of it is, under present conditions, undesirable to open for settlement." This somewhat sweeping statement was anticipated as to general conditions in a series of speeches delivered by the Hon.

W. H. Hearst, Minister of Lands and Mines* during the year and in press interviews following its publication was handled without gloves. Leaving details aside it will be of value to quote here certain statements from official Reports of preceding years. The first extract is an analysis by W. A. Charlton, M.L.A., and C. T. Harvey, C.E., in a Report on the Hudson's Bay Railway route (Dec. 27, 1897) of E. B. Borron's previous Report of 1885; the second is from an interview given to *The Globe* on Sept. 3, 1891, by Hon. A. S. Hardy, then Commissioner of Crown Lands; the third is from the Report of a Survey and Exploration of Northern Ontario undertaken in 1900 as the result of a vote of $40,000 by the Provincial Legislature; the 4th is a statement made by J. F. Whitson, New Ontario Roads Commisioner, in a letter published in the press on June 26, 1912:

1. Summary of the E. B. Borron Report.—He expressed the opinion that a tract of dry and fertile land extends across the territory from east to west, not less than 400 miles long and 50 miles wide, comprising 20,000 square miles or 12,800,000 acres. Making every reasonable deduction for lakes, marshes, swamps, muskegs and un-arable land, a very large quantity is fit for settlement, the climate and soil favourable to a mixed system of husbandry; stock raising and dairy farming will be the most successful. He expresses the opinion that there is a larger area of arable land along the Missinabie River than on any other—the Kenogami excepted.

2. Statement of the Hon. A. S. Hardy.—The territory lying along the banks of Rainy River, between its mouth and source, was a revelation to us. There is a stretch of nearly 80 miles of farm land between Fort Francis and the mouth of Rainy River along the Canadian bank which does not, perhaps, contain two miles of broken or untillable land in the whole distance as seen from the River. It is of unparalleled fertility. I know of no stretch of 80 miles in Ontario that can compare with it in richness or fertility of soil. The available land varies in depth along the bank of the River from ten miles to thirty miles as we were told, but it has not yet been fully explored, and may stretch back, as we were also informed, a good deal farther at certain points. It is capable of sustaining 500,000 people, perhaps more. The crops are uniformly of the best quality, wheat running from 30 to 35 and 40 bushels per acre, and other grains in proportion.

3. Official Investigation of 1900.—The great Clay Belt running from the Quebec boundary west through Nipissing and Algoma Districts and into the District of Thunder Bay comprises an area of at least 24,500 square miles, or 15,680,000 acres, nearly all of which is well adapted for cultivation. This almost unbroken stretch of good farming land is nearly three-quarters as great in extent as the whole settled portion of the Province south of Lake Nipissing and the French and Mattawa Rivers. It is larger than the States of Massachusetts, Connecticut, Rhode Island, New Jersey and Delaware combined, and one-half the size of the State of New York. The region is watered by the Moose River, flowing into James Bay and its tributaries, the Abitibi, Mattagami and Ogoke. Each of and by the Albany and its tributaries the Kenogami and Ogoke. Each of these rivers is over 300 miles in length, and they range in width from 300 to 400 yards to a mile. They are fed by numerous smaller streams and these in turn drain numberless lakes of larger or smaller size, so that the whole country is one network of waterways affording easy means of communication with long stretches fit for navigation.

Another point equalled only in importance by the existence of a vast area of agricultural land in this country and its moderate climate is the

* Note.—One is published in full in the Supplement to this Volume.

fact that it is largely covered with extensive forests of spruce, jackpine and poplar. The value of this class of timber, as everybody knows, is increasing every day and the market for it is widening; and rich indeed is the country which has boundless resources in these varieties of woods. In the District of Nipissing, north of the C.P.R. line, there is estimated to be at least 20,000,000 cords of pulpwood; in the District of Algoma 100,000,000 cords; in the District of Thunder Bay, 150,000,000 cords; and in the District of Rainy River, 18,000,000 cords; a grand total of 288,000,000 cords. The pine region does not seem to extend much beyond the Height of Land, but on this side, in the country around Lakes Temagami and Lady Evelyn, and to the north, an area of red and white pine of fine quality was explored and estimated to contain about three billions of feet, B.M.

4. Mr. J. F. Whitson's statement.—The surveys of the new Townships that are being made this season along the N.T.R. will cover some of the finest territory along the Line. I have to admit that there is a good deal more pulpwood in this country than I had supposed. The average is much higher than the Department has ever estimated; 25 cords per acre is not too high, although the burnt area will reduce the average. With all the drawbacks there may be in this country for many years they will be no greater than in old Ontario. Railway facilities will place this country 45 years in advance of the first settlements in my native county, Grey. The soil is far superior. After the timber is cleared off you have no stones to gather and stumps are easily got rid of. From the improvements and small clearings that are now made in the Townships around Cochrane I have no hesitation in expressing my opinion, as a farmer, that the man who lives to visit this country, along the G.T.P. in the next 25 years or in the next 10 years, will see evidence enough to satisfy him that the Clay Belt has possibilities greater than ever the Department anticipated.

Many incidents of the year in connection with this region have been more or less dealt with in previous pages. The invasion of Toronto on June 20-21 by a large Delegation from Northern centres was an educative happening and one which showed the boundless enthusiasm of the settlers—though Toronto did not show as much interest as it might have done. However, New Ontario's need of men and money, roads and railways, its rich resources and attractiveness for individual and general investment, were abundantly proclaimed in speeches, in the press, and at a banquet given by the Toronto Board of Trade when the opportunities offered by Sudbury, and Thessalon, North Bay and Bruce Mines, Steelton and the Sault were generously depicted. During Aug. 13-20 about a hundred members of the Associated Boards of Trade visited the towns along the T. & N. O. Railway. They found that the Government Experimental Farm at Monteith had proved the soil to be specially adapted for the raising of roots, potatoes and all kinds of vegetables, clover and grasses, while wheat, hay, barley and oats had been raised with great success; that the numerous farms in the Cochrane region and the established communities around New Liskeard bore testimony to the fruitfulness of the soil; that the need for Government grants to settlers was clear, and that while the land was fruitful in many cases the cost of clearing was heavy and the value of the timber affected by lack of shipping facilities.

An important matter was the Government arrangement with Willis K. Jackson of Buffalo and his American colleagues under which there was handed over to the Company in June two Townships in the Clay Belt—Kendry and Haggart—in exchange for $1.00 per acre, or $98,364, and an undertaking to construct a sawmill, planing-mill, sash and door mill, costing $70,000; to improve farms for settlers by clearing 25 acres and building a house and barn in each case; to construct and maintain all roads and bridges and to make adequate provision for the institution of Public Schools in the Townships; to clear a minimum of 1,500 acres in five years and to settle 2,400 acres with 16 settlers within two years, and 16 settlers yearly thereafter. The Government retained the title to all land pending settlement; reserved an area for future townsite and water-powers and retained absolute control over all agreements with the settlers with power to fix terms of sale. The Algoma Eastern Railway, connecting Sudbury with the Great Lakes at Little Current, was completed in December. Of the rising villages and towns of this region in which the population five years before was a negligible quantity the following were the chief in 1912:

Town or Village.	Chief Interest.	Estimated Population.
Blind River	Lumber and Minerals	2,558
Charlton	Temiscaming District	500
Cobalt	Silver Mines	5,630
Elk Lake City	Silver Mines	700
Englehart	T. & N. O. Railway	670
Fort Francis	Iron-ore, pulpwood, Gold	1,643
Fort William	Transportation, elevators, shipping, iron-works	16,499
Gowganda	Mining Centre	500
Haileybury	Agriculture, saw-mills	3,874
Keewatin	Summer resort; saw-mills	1,242
Kenora	Lumbering, gold mining, Fisheries	6,159
Latchford	Lumbering, T. & N. O. Ry	428
Matheson	Lumbering, T. & N. O. Ry	300
New Liskeard	Agriculture	2,107
North Bay	Lumbering, mining and Railway centre	7,715
Porcupine	Gold mining	5,000
Port Arthur	Transportation, manufactures, Fisheries	14,106
Rainy River	Lumbering and Mining	1,579
Sault Ste. Marie	Industries, Shipping, Water-power	10,986
Sturgeon Falls	Industries, Shooting, Fishing	2,188
Sudbury	Transportation, Nickel mining	4,139
Timmins	Porcupine gold mines	1,200

The Cobalt Camp continued its prosperous career in 1912 and the total dividends paid during the year were stated at $9,722,850—excluding certain privately owned and very rich properties whose total payments up to the close of this year were estimated at $6,604,826. Of the Mines paying dividends in 1912 the chief ones were Cobalt Townsite, 40 per cent. and $1,940,000 as its total for the year; Coniagas, 36 per cent. and $1,440,000 with total dividends to date of $4,280,000; Crown Reserve, 60 per cent. and $1,061,280, with a total to date of $4,687,341; Nipissing, 30 per cent. and $1,800,000, with a total of $9,540,000; Hudson Bay, 2,400 per cent. and $186,264, with a total of $1,660,854 or 21:400 per cent. altogether; Kerr Lake, 20 per cent. and $600,000, with a total of $4,320,000; La Rose, 9½ per cent. and $712,500, with a total of $3,055,237; McKinley-Darragh, 40 per cent. and $898,716, with a total of $3,055,237; Timiskaming,

9 per cent. and $225,000 with a total of $1,234,156. Smaller concerns were the Beaver paying 9 per cent.; the Buffalo 19 per cent., the Trethewey 20 per cent. and the Wettlaufer 20 per cent. The total dividends paid to the end of 1912 were $38,313,921 or, including the close corporations, nearly 45 millions. Taking the entire period of dividend payment Coniagas had paid 107 per cent., Crown Reserve 275, Kerr Lake 144, McKinley-Darragh 126, Nipissing 150, Trethewey 98, Buffalo 156. In 1904 the preliminary production of the Camp was 206,875 ounces of silver valued at $111,887; in the succeeding eight years it was as follows:

Year.	Ounces.	Value.	Year.	Ounces.	Value.
1905.....	2,451,356	$1,360,503	1909.....	25,897,825	$12,461,576
1906.....	5,401,766	3,667,551	1910.....	30,645,181	15,478,047
1907.....	10,023,311	6,155,391	1911.....	31,507,791	15,953,847
1908.....	19,347,875	9,133,378	1912.....	30,260,635	17,455,080
Totals				155,535,740	$81,665,373

Despite the fact that a million less ounces were produced in 1912 than in 1911 the higher prices of silver raised the total returns above the preceding year. An increasing tendency towards final treatment of the ore in the Camp was manifested in the shipments of bullion, consignments of which amounted to 5,071,897 ounces in 1912, as against 3,132,976 ounces in 1911. The Nipissing and Buffalo mines were equipped for reducing their entire output to merchantable bars on the spot. The largest producing Mines of the year were as follows: Nipissing 4,680,670 ounces; Coniagas 3,703,942 ounces; La Rose 2,920,344 ounces; Crown Reserve 2,714,765 ounces; McKinley-Darragh 2,694,560 ounces; Kerr Lake 1,895,309 ounces; Buffalo 1,890,150 ounces; Cobalt Townsite 1,505,396 ounces; Timiskaming 1,217,994 ounces and O'Brien 1,091,631 ounces. During the year new and important silver-bearing veins were found at La Rose, Cart Lake (Seneca Superior), Casey-Cobalt, etc. The last-named mine was, according to the Annual Bulletin of T. W. Gibson, Deputy Minister of Mines, significant of the possibilities of the conglomerate, situated as it was on an outlier of this formation some 14 or 15 miles distant from Cobalt proper. The finding of good ore by the Beaver mine in the diabase underlying the Keewatin and the recrudescence of the Cobalt-Townsite mine were other features of the year. At the Toronto meeting of the Canadian Mining Institute on Mch. 7, 1912, C. A. O'Connell of Cobalt had this to say as to the decline or otherwise of production in the Camp:

The history of most mining districts of a similar nature shows that the time from the inception of operation to that when production attains its maximum rarely represents more than seven or eight years. The decline to nominal production covers a much larger period and when it is known that there are extremely favourable chances of finding other productive ore-bodies within the proved ore zone, it will be seen that ten years would not be too long a period to estimate as the future minimum life of Cobalt. I am willing to predict that the total production will exceed 250,000,000 oz. and while this statement may be criticized as being the extreme view of an optimist, I make it without reserve, for it is largely based on the figures covering the past seven years' production.

There would, in such a case, be over $100,000,000 worth of production still to come. A feature of the year was the sale of old properties and revived working of old mines in the region tributary to Cobalt such as the Ophir, the John Black, the Cobalt Central, the Angoid, the Green-Meehan, the Bailey, the Columbus and the Foster. Incidents of the year included the retirement of Ellis P. Earle of New York from La Rose; the visit of the Canadian Mining Institute—including leading journalists and mining authorities from London, New York, Washington, Pennsylvania, Toronto, Montreal, Halifax and Victoria, to Cobalt and the Porcupine on Mch. 9-11; the conservative policy followed by La Rose Consolidated in maintaining its $1,500,000 surplus intact and giving a bonus of 2½ per cent. to shareholders in December; the assignment of the Pearl Lake Limited to Burr E. Cartwright and his transfer of the property to a New York syndicate; the purchase of the property, plant, etc., of the Nova Scotia Silver-Cobalt by D. M. Steindler of New York; the success of the Casey-Cobalt, after six years of struggle, and its shipment in June of what was said to be the richest car-load of ore ever sent from the District—valued at $132,000; the opening of a part of the Gillies Limit to prospectors on Aug. 20 amid spectacular scenes and the death of one miner in the rush.

Other occurrences were the United States Government charges against, and trial of, Julian Hawthorne and others in connection with the alleged fraudulent sale of stock in the Hawthorne Silver Mines of Cobalt and the ultimate conviction of the accused; the relief of the Chambers-Ferland Company from Provincial royalty pending enlarged production; the passing of the Buffalo and Coniagas into the list of Cobalt mines which had repaid their capital in dividends; the sale of the Cobalt Lake property by Sir Henry Pellatt to an English syndicate on most advantageous terms. In various portions of this widely-extended Mining region there was considerable development. The Larder Lake district had a revival of work and the Goldfields Ltd. put its new 40-stamp mill in operation; the Curry Mine in South Lorrain was re-opened and new work undertaken; the Elk Lake Camp was said in August (*Financial Times*) to have ten working mines and valuable discoveries were reported from the Donaldson, which the Beaver people had acquired during the year, while silver was said to have been found at Auld, and the Miller-Lake O'Brien and the Millerette Mines had a successful year. In Gowganda the Mann Mines produced excellently and the Secretary of the local Board of Trade wrote to the press on Oct. 3rd that "to-day the least that may be said is that the prospects of the whole Mann ridge are rendered bright by the disclosure of much high-grade commercial ore."

The Porcupine country came into the regions of productive certainty during 1912 with the Hollinger Mine as the central figure in development. First discovered in 1909 the gold of these Townships had been a matter of much interest and considerable expenditure. By 1912 it was known that gold could be produced in exceedingly profit-

able quantities and the Report of the Hollinger Gold Mines Ltd. on Oct. 26 showed mining properties valued at $2,500,000 and a plant costing $593,728; a Capital Stock of $3,000,000 and a Surplus on the year's business of $758,771. A dividend of three per cent. for four weeks production was announced and on Nov. 2nd President N. A. Timmins wrote to the shareholders: "Our surplus at the present time is considerably over $800,000 of which $550,000 represents profits from operation, and it is therefore expedient to commence the payment of dividends, allowing the surplus to grow at a somewhat slower rate. Our profits at the present time are over $40,000 per week and the management is confident of continuing this at an undiminished rate; hence the payment of regular dividends every four weeks presents no difficulties, and will permit, concurrently therewith, substantial increases to be made to the reserve fund of the Company."

P. A. Robbins, the General-Manager, at the same time stated that "at present we are treating on an average 300 tons daily, and making 97 per cent. extraction from $30 ore; working costs, both in the mine and mill, are satisfactory and are somewhat lower than had been contemplated; 20,444 tons of ore from development, partly made up of waste rock, inadvertently included from drifting and sinking, have been milled, and have shown an average value of $19.70 per ton; 5,777 tons of ore from stopes have been treated and have shown an average value of $37.89 per ton. The average value of all the ore removed from the Hollinger Mine to date is $23.69 per ton established by treating 26,221 tons in the original test mill and in the new mill. The first stamps were dropped June 15th but no attempt was made until July 1st to treat ore and for 2 weeks in July only low grade was treated."

Meanwhile, a conservative estimate in *The Globe* of Jan. 1st had put the value of ores in assured possession of certain Mines as follows: Dome $7,200,000; Hollinger $1,866,660; Vipond $209,592; Rea Consolidated $280,000. In a Report (June 20) to the T. & N. O. Commission, Arthur A. Cole stated that the 40-stamp mill at the Dome was treating about 250 tons daily with orders issued to run the milling up to 15,000 tons monthly; that in the North Dome development work was proceeding with good ore encountered; that in the Dome Extension a small quantity of good ore had been developed and that the Dome Lake was a promising prospect; that work was proceeding on the Mulholland, the Crown Chartered, the McEaneny, the Vipond, the Jupiter, Plenaurium, Pearl Lake, McIntyre and Hollinger; that the McEaneny was the first case in Porcupine where visible gold had been found by actual development at a depth of 300 feet and that on the 200-foot level they had an ore-chute 250 feet long of an average width of three feet, and an average value of $25; that in Jupiter two veins were of economic value and that development work on the Miller-Middleton and Dixon claims of the Hollinger Company had proved satisfactory. As to the rest Mr. Cole added: "The glamour of Porcupine has caused the other gold camps in the District to be dwarfed, but good healthy progress has been made in Swastika, Munro and

Larder Lake. Properties are getting into the hands of men with the patience and capital necessary to develop and prove them, so that the future promises a healthy advance which is, in the end, of more lasting benefit to the industry than the rush of a boom."

On Mch. 30, Mr. Ambrose Monell of the Dome Mines inaugurated their new stamp mill by a banquet at which, after reviewing conditions and pioneer work, he said: "Much, of course, remains to be done in the way of development work before any real judgment can be formed as to the ultimate extent and character of the district. It would be idle for me to say more than that we have great belief in the future of the property. As to the outlook for the Camp, there is no reason to believe that the ore bodies are contained in only a few properties. The development which has already taken place puts the Camp farther ahead in the same space of time, in the way of possibilities for its future, than any other gold camp I have ever known." At the same time it was essentially a rich man's region where large expenditures were necessary to obtain returns. Charles W. Merrill, a well-known Mining authority, said that after a study of conditions in Porcupine, he had come to the conclusion that there were few camps of superior position for the economical extraction of gold from the ores. Porcupine had abundance of water; its labour was of comparatively high class; and he believed it had great possibilities in regard to the development of large quantities of ore. Mr. J. L. Englehart also spoke and he was given varied tributes for pushing the T. & N. O. into the country. The Dome, it may be added, had so far cost $1,000,000 in expenditure for plant and the most expert mining men of the continent had been engaged to operate it. It had, too, within 8 months reconstructed all its works, after the fire of 1911, on a better and a permanent basis. As to the general situation a special correspondent of the Montreal *Star* wrote on Apl. 2nd:

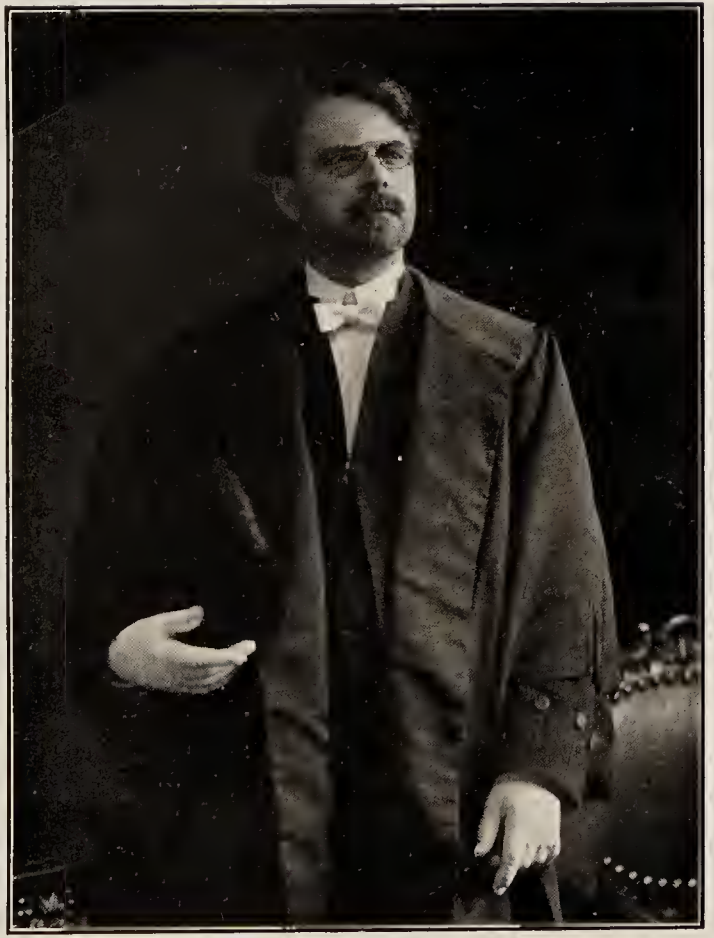
> The consensus of opinion among the many experts here consulted, borne out by personal examinations, places the Dome, Hollinger, MacIntyre and Vipond in the class of mines the permanence of which appears assured; and those whose permanence is regarded as practically assured include the Dome Extension, Pearl Lake, Jupiter and Plenaurium. Mr. Proctor Smith and Col. Weatherly, two New York capitalists, are working as a close corporation the mine known as 'The Little Pet.' This mine, which is situated near the Dome, gives every indication not only of being a permanent one, but also of being a high-grade one throughout. The English Syndicate known as The Porcupine (Canada) Mining and Development Co., which is represented in the field by Mr. C. A. Blacklock, has 75 properties in Porcupine and is satisfied with the outlook.

Following Mr. Monell's warning about the cost of developing gold mines came the statement in July that 40 properties or Companies had discontinued operations including the Foley-O'Brien, the Preston East Dome, the Rea Consolidated, the Scottish Ontario, the West Dome, the Dobie and the Bewick-Moreing. A depleted treasury was the usual reason given. On June 18 the Vipond ball and tube mill was started and the Hollinger had started ten stamps while new finds of gold were reported from the McIntyre and Plenaurium and in the

Swastika district and at Larder Lake. At the Dome Extension meeting (June 28) the official estimate was 70,000 tons available, running $5 to the ton. In August *The Engineering and Mining Journal* stated that the Dome was producing 325 tons worth $2,808 daily, the Hollinger 250 tons worth $4,250, the Vipond 80 tons worth $900, and the McIntyre 60 tons worth $510.

At the close of the year it was found that Porcupine had produced $1,859,285 worth of gold in comparison with $42,637 in 1911 while, on Nov. 1st, *The Canadian Mining Journal* said: "The prospects at Porcupine will not all prove to be mines, but some of them will. The Hollinger and Dome are mines now, and there are others not so large whose outlook is more than promising. The field was opened under auspicious circumstances in that the two principal deposits fell into strong hands, capable of proving them without recourse to the stock market, and they are still in control. Diamond drill bores promise richness in depth, and the situation is full of hope. It must be remembered, however, that there are as yet no deep shafts in Porcupine and until much lower levels are reached it cannot be held that uncertainty is wholly removed." Incidents of the year included the passing of the Bewick-Moreing Company of Northern Ontario Exploration and Ontario Goldfields fame and the statement that they had "experienced great disappointment" in an area purchased from the Timmins Syndicate; the strike of Western Federation Miners in South Porcupine during November and alleged important discoveries on the property of the Martin; an estimated blocked-out ore on the Hollinger of from 4 to 10 millions in value; the announced discoveries in the Pearl Lake and Jupiter properties and the erection of stamp mills by the McIntyre, Dome Lake and McEaneny. The following were the chief New Ontario Mines and their Presidents in 1912:

Timiskaming Mining Co., Ltd.	Burr E. Cartwright	Buffalo.
Trethewey Silver-Cobalt Mining Co.	Alex. M. Hay	Haileybury.
La Rose Consolidated Mines Co., Ltd.	D. Lorne McGibbon	Montreal.
Wettlaufer-Lorraine Silver Mines Co., Ltd.	Henry Lockhart	New York.
Kerr Lake Mining Co., Ltd	Julius A. Lewisohn	New York.
Peterson Lake Mining Co., Ltd	Sir H. M. Pellatt	Toronto.
Dome Mines, Ltd.	Ambrose Monell	New York.
Hollinger Mines, Ltd	N. A. Timmins	Montreal.
Dome Extension Mines, Ltd	W. S. Edwards	Toronto.
McIntyre Porcupine Mines, Ltd	Albert Freeman	New York.
McKinley-Darragh-Savage Mines of Cobalt, Ltd.	C. A. Masten	Toronto.
Timiscaming & Hudson Bay Co., Ltd.	Geo. Taylor	New Liskeard.
Crown Reserve Mining Co., Ltd.	Lieut.-Col. John Carson	Montreal.
Hargrave Silver Mines	W. N. Ferguson	Toronto.
Hudson Bay Mines, Ltd	G. A. Taylor	Toronto.
Nipissing Mines Co.	David Fasken	Toronto.
The Right of Way Mines, Ltd.	George Goodwin	Ottawa.
Silver Cliff Mining Co., Ltd	A. R. Peacock	Toronto.
Swastika Mining Co., Ltd.	Dr. M. Steele	Toronto.
Cobalt Lake Mining Co., Ltd.	Sir H. M. Pellatt	Toronto.
Beaver Consolidated Mines, Ltd.	Frank L. Culver	Toronto.
Buffalo Mines, Ltd	C. L. Denison	New York.
Chambers-Ferland Mining Co., Ltd.	Arthur Ferland	Haileybury.
City of Cobalt Mining Co., Ltd.	R. T. Shillington	Haileybury.
Cobalt Townsite Mining Co., Ltd.	W. R. P. Parker	Toronto.
Coniagas Mines, Ltd	R. W. Leonard	St. Catharines.
Casey-Cobalt Mining Co., Ltd.	W. R. P. Parker	Toronto.



THE HON. OLIVIER CYRILLE FRASER DELAGE, LL.D., M.L.A.
Elected Speaker of the Quebec Legislative Assembly, 1912.

THE HON. WM. HENRY HOYLE, M.L.A.
Elected Speaker of the Ontario Legislature, 1912.

V. QUEBEC PROVINCIAL AFFAIRS

Record of the Gouin Administration during 1912

During this year Sir Lomer Gouin, who had been Premier since 1905, introduced important new legislation, won a general election and received for his Province, in the Boundary adjustment, the great region of Ungava. The 1910 policy of the Provincial Government in prohibiting the exportation of pulpwood from Crown Lands was one of frequent discussion and reference by the Premier. It had proved a stimulus to the pulp and paper industry and during the year following its inauguration 19 pulp, paper and lumber companies, with a total capitalization of $41,709,000 were incorporated in the Province. During 1912 the incorporations were few, but a number of mills previously incorporated began to manufacture and to produce a total output of paper 500 tons per day greater than it was a year before. At the same time, some of the old-established concerns which had to get their pulpwood from Crown lands did not like the handicap of a $5.75 per ton duty on all paper manufactured from such a source and sent to the United States; they therefore joined with representatives of the American Publishers Association in urging Mr. Premier Gouin to modify his regulations so that they might get a removal of the United States restrictions. To Sir Lomer Gouin as Attorney-General the Inspectors of Prisons reported early in the year that the total number of prisoners was 7,375 in 1910 of whom 6,068 were men and 1,307 women; 2,784 were sentenced for drunkenness, 1,380 for theft, 847 for vagrancy and 416 for assault.

On Jan. 26th Sir Lomer received a Deputation from Montreal which asked the Government to contribute toward the erection of a Monument to Sir George E. Cartier, the one-time Conservative leader in Quebec, and were promised a $10,000 contribution. A Delegation representing Labour interests presented a series of requests to the Premier on Jan. 19 including the acceptance of Compulsory Education and uniformity of school books and free instruction; better inspection of manufacturing establishments and an Inspector of foundries with three more Inspectors of factories; greater autonomy for the City of Montreal, and an eight-hour day in the Public Works of the Province; the abolition of the property qualification for mayor and aldermen; and various amendments to the Workmen's Compensation Act. The Premier declared himself favourable to the election of Labour men on School Boards and of the greatest possible autonomy for Montreal. Speaking at a banquet of the Montreal Chambre de Commerce on Apl. 25 Sir Lomer declared that the Federal subsidy of $6,240 a mile to the James Bay Railway was not enough. "The Government of Quebec intends to construct a line from Montreal to the Transcontinental and on to James Bay and this will be done no

matter how insufficient the Federal Government subsidy may be." The Provincial Elections followed and on May 18 the Montreal *Herald* had this interesting suggestion:

It is not unnatural that the popular mind should turn with favour toward Sir Lomer Gouin as the natural successor to the mantle of Liberal leadership. He is the man of the hour in Canadian politics. His signal success in this week's fight has given Canadian Liberalism just the encouragement it needed and at a good time. The Opposition at Ottawa will fight harder and more cheerfully and with more effect for the next couple of years because of him. How natural the question, "Why not Sir Lomer?" when Liberals think of the day when the wearer of the white plumes must take his resting time.

In June Sir Lomer Gouin received from the King of the Belgians appointment as Grand Officer of the Order of Leopold II. In the autumn the Premier, accompanied by Lady Gouin, Hon. J. L. Décarie and others, paid his first visit to Western Canada. In Winnipeg on Sept. 19 he told the press that "We want to have a railway to James Bay; as you in Manitoba want one to Hudson's Bay. The problem of Education probably vies in importance with that of good roads. We have three good technical schools in Quebec City and Montreal and our intention is to give the same schools to the other cities of the Province." He visited most of the centres through to Victoria, B.C., and the Provincial Governments paid him every courtesy. To the Toronto press on his return he expressed enthusiasm as to Western prospects. "We need the West and the West needs us and consequently the eventual result will be a perfect union. The pressing cry of the Prairie Provinces at the present moment, though, is for industries and manufacturers. One other thing the West insists upon is larger markets and on that point it is determined." Toward the close of the year *Country Life,* an English publication, paid this tribute to the Quebec Premier:

Coming to his high office seven years ago with a varied legal, municipal and political experience behind him, he and his colleagues have shown themselves capable of giving their Province the advantage of the fuller life which has come to every branch of Canadian activity during the last decade. Surpluses have taken the place of deficits, progressive schemes of colonization and industrialism have brought back many French-Canadians to their former homes from the New England States, vast tracts in the northern hinterland, with as yet unknown resources, have been opened up by railways for the farmer and capitalist, and in other ways Quebec has been given a new and honoured place in the Dominion.

Of the other Ministers, the Hon. P. S. G. Mackenzie, Provincial Treasurer, had the unusual privilege of presenting two Budgets in the same year with a Surplus for the year ending June 30, 1911, of $905,910 and for the succeeding twelve months of $683,428—as against an estimated surplus in the second case of $164,226. The estimated Surplus for June 30, 1913, was $356,569. In July he made another Provincial record by wiping out the Loan of 1882—a balance of $2,493,080—from the available resources of the Province. To Mr.

Mackenzie, as Provincial Treasurer, there reported the Superintendent of Insurance (Wm. Chubb) regarding the various Insurance Companies in the Province and showed Plate Glass and Accident policies of $4,019,626 in force on Dec. 31, 1910; $5,400,587 Assurance in Joint Stock Life Companies (Provincial); $37,274,489 in Mutual and Cash Mutual Fire Companies; $41,097,797 in Joint Stock Provincial Fire Companies. The Provincial Mutual Benefit Societies showed on the same date 92,218 members with $64,700,979 of Assurance certificates, Assets of $3,758,890 and Liabilities of $188,331, Income of $1,434,405 and Expenditures of $1,075,348. Mr. Mackenzie was in England, Scotland and France during the Autumn for a first visit and on Oct. 12 told *Canada,* in London, that "as a citizen of Quebec who has enjoyed the confidence of the French-Canadian people during a long period of public life, I was glad to find in France so much evidence of the *entente cordiale* and of the affectionate regard in which our Province is held in its old Motherland."

The Hon. J. E. Caron, Minister of Agriculture, issued his Report for 1910-11 on Jan. 2, 1912. In it he stated that the number of miles of road maintained by his Department had increased steadily from 1,000 in 1907 to 9,000 in the current year and the expenditure upon Road improvement from $15,404 to $95,000; described the campaign organized for further and greater improvement with a view to popularizing the idea amongst the people; mentioned the encouragement given to the formation of Co-operative Fruit Associations, the establishment of 14 Experimental stations for the cultivation of clover, the successful effort of the Department to promote poultry-raising and also stock-breeding through sales of pure-bred swine and sheep. The total expenditures of the Department since 1906-7 had increased from $218,800 to $436,653 in 1910-11. The Agricultural Societies of the Province numbered 656 with 62,052 members.

One of the matters under this Minister's control during the year was the construction of the King Edward Seventh Highway—a part of the Good Roads legislation and policy which Mr. Caron had been advocating for years. It ran 40 miles, from Montreal to Rouse's Point, N.Y., on the international frontier, and by June 90,000 loads of stone had been brought by the farmers to make the road. It cost about $4,000 a mile and the Government defrayed 75 per cent. of this. Under Mr. Caron's Act of 1911 rural municipalities could borrow money by Government guarantee for purposes of road-making—the latter undertaking to pay one half of the 4 per cent. interest and the annual sinking fund until the whole of the debt was cleared off in 41 years. The Department sent out in county, town, and village, official lecturers who at public mass meetings explained the law, with the result that out of the 1,003 rural municipalities of the Province, about 700 were in July working on the improvement of their roadways. Mr. Caron attended a meeting of the Montreal Cheese Board on Oct. 15 and discussed with the members a complicated situation which had arisen in the Cheese trade of the Province—co-operative matters, inspection, nature of product. The Minister stated that since

the inception of the Co-operative Society, supported by the Provincial Government the quality of cheese in the Province had immensely improved and that this was due to the system of grading first introduced by the Society.

Mr. Caron's Departmental Report for June 30th, 1912, dealt with this subject and declared that the membership of the Cheese-makers Society had been multiplied by eight during the last two years and that this meant an increasing quantity of first-class product, an increase in the prices paid to producers, the improvement of many factories, the rectification of many processes of manufacturing, and the stimulation of a growing spirit of rivalry among all concerned. He announced that it was the intention to increase the number of Inspectors and to make more definite rules relative to the governance of cheese and butter factories. Farmers were advised to devote more attention to the fattening of poultry and it was stated that the chief part of Quebec's Agricultural grant from the Dominion would be devoted to Irrigation by the guaranteeing of half the expense to farmers who drained a certain acreage. To the press on Nov. 7th, Mr. Caron stated that during the past year no less than 12,161 miles of roadway were maintained by the Government and that they were determined to have good roads in the Province, as, indeed, their pre-election pledges and Legislative grant of $10,000,000 fully indicated.

The Hon. C. R. Devlin, Minister of Colonization, Mines and Fisheries, reported in November, for the year ending June 30, 1912, that the revenues of his Department were $162,305 and the expenditures $232,272; that during the year 794 miles of Colonization roads and 13,536 feet of bridges had been constructed or repaired; that 19,016 Immigrants had landed at Quebec and were of a better class than usual and that the Montreal Agent—E. Marquette—was directing all French and Belgian immigrants, passing through his hands, into the Temiscamingue country; that during the year 6,569 French-Canadians returned from the United States. Hector Caron, an officer of the Department, urged a propaganda of education for the protection of fish and game and E. T. D. Chambers had a useful article on the raising of game and fur-bearing animals as a business. In the press on Apl. 13 Mr. Devlin stated that much was being done by his Department, and especially by the Agent-General in London, to promote immigration.

The Eastern Townships were being advertised for this purpose. "We also have to deal with immigrants from France, Belgium and other countries. It was only a few weeks ago that we advertised very extensively in one of the great papers of Paris, and at my request the Hon. Dr. Pelletier went to Belgium where, I am sure he did good work." On another point of policy he spoke at the 54th Anniversary Dinner of the Quebec Association for Protection of Fish and Game—Montreal, Dec. 12th—and stated that the Quebec Government was liberal to the sportsmen; much more so than the Governments of other Provinces in the Dominion. "We are the only Government [illegible] complete control of large sections of our territory to

individual sportsmen, and to Fish and Game Clubs, though it is true, at the same time, that the Government reaps benefit from these leases." Mr. Devlin then referred to the amendments to the Game laws which had already passed the Assembly. One of the most important of these changes was that which postponed the opening of the hunting season for big game from the 1st of September to the 15th of the month.

The Provincial Secretary, Hon. J. L. Décarie, in his Report for 1910-11 stated the number of lunatics in Provincial Asylums at 4,006, the inmates of Reformatory Schools at 388 and of Industrial Schools at 327, the number of pupils at schools controlled and opened by the Provincial Council of Arts and Manufactures during the year as 2,533, the Capital invested (June 30, 1911) in 197 new Joint Stock Companies as $21,190,200. The Hon. L. A. Taschereau, K.C., Minister of Public Works and Labour, reported for the same year progressive work on the Library annex of the Parliament Buildings and in the erection of the Mercier Monument—the latter 30 feet high and built on a concrete foundation, resting on solid rock; and dealt with various public works or buildings under construction or renovation. He stated, through the Director of Railways, that 91 miles of railway had been built during the year, that the construction to date, subject to Provincial Land Subsidies of $4,557,728, was 1,025 miles and that the total railway mileage of the Province (June 30, 1911) was 4,243.

As Minister of Labour* Mr. Taschereau was able to state the settlement of several disputes by Felix Marois, Registrar of Conciliation and Arbitration. The work done in the inspection of Industrial establishments and Public buildings was recorded, industrial conditions reviewed, the work of the Provincial Labour Bureau mentioned and its filling of 398 positions. In the House on Mch. 18 the Minister stated that the Government Employment Bureaus in Montreal and Quebec had since April 3, 1911, obtained employment for 6,725 persons and received applications from 9,638 persons while 13,252 applications had come for workmen. Mr. Taschereau was greatly interested in the Government Monument to Hon. Honoré Mercier, which cost $16,000, and was the work of Paul Chevré, a French sculptor. It was unveiled by Sir Francois Langelier, Lieutenant-Governor, on June 25 with Mr. Taschereau as Chairman. The latter paid an eloquent tribute to the late Liberal leader and stated that the Statue was the first of a series which the Government intended to erect in the grounds of the Parliament Buildings. Most of the Members of the Quebec Government also spoke as did H. Mercier, M.L.A., a son of the late Premier. Messrs. T. Chapais and J. M. Tellier, the Conservative Leaders, refused to be present or speak.

The Hon. Jules Allard, Minister of Lands and Forests, in his Report for 1910-11 stated that out of 6,293,045 acres of surveyed

* NOTE.—At page 489 of the REVIEW for 1911 there was a statement that Mr. Taschereau, in connection with his Workmen's Compensation Act, had asserted that "8 per cent." of those suffering accidents had received no compensation before the passing of the law. It should have been "80 per cent." and the typographical error is obvious.

(Crown) farm-lands there were sold during the fiscal year 119,465 acres and to that total were added 229,432 newly-surveyed acres and 67,340 acres reverting to the Crown from cancelled sales. The ground rents due on Timber licenses brought in $221,215, the dues on timber cut under such licenses $821,719, the total revenue from Woods and Forests was $1,229,928. The expenditure of the Department was $291,500 and the area under license 70,138 square miles. There had been no sales of Timber limits since 1907-8 and the net sales prior to that date and since 1867 totalled $3,000,000. The School of Forestry, Quebec, with 38 students, reported to Mr. Allard as did the Superintendent of the Laurentides National Park. Addressing a Montreal meeting on Apl. 13 the Minister claimed that the Homestead law in the Province of Quebec was such that the Limit holder was thoroughly protected and that the *bona fide* settler had nothing to complain of. The Government, he said, had adopted all possible measures to ensure the permanency of the forests. Trained specialists had organized a special service of Forestry, and the Government was working jointly with the Limit holders for the protection of timber lands against forest fires. The chief Government appointments of 1912 included the following King's Counsel: Pierre Beulac, T. Rinfret, J. Augustin Mann, Wm. Patterson, F. P. Walton, T. Pagnuelo, Oscar Sénécal, Charlemagne Rodier, Léon Garneau, C. Dessaulles, J. C. Lamothe, H. S. Ross, R. C. McMichael, J. Wilson Cook, A. Geoffrion, Wm. A. Baker, A. B. Holden, Jos. Archambault, W. G. Mitchell, E. Edwin Howard, G. A. Campbell—all of Montreal; Philippe Bigné, Three Rivers; Adolphe Stein, Fraserville; J. G. A. Creighton, Ottawa; C. D. White and Jacob Nicol, Sherbrooke; Ernest Hebert, Joliette.

Deputy Minister of Crown Lands	Dr. Elzéar Dechene	Beauceville.
Deputy Minister of Roads	Benj. Michaud	Quebec.
Deputy Provincial Secretary	J. C. Simard	Quebec.
Provincial Agent-General in Paris	Hon. Philippe Roy	Paris.
Judge of Juvenile Delinquent Court	Francois X. Choquet	Montreal.
Police Magistrate for District of Montreal	Ulric Lafontaine	Montreal.
Member of Legislative Council	George E. Amyot	Quebec.
Member of Legislative Council	Eugene Roberge	Lambton.
Recorder of Fraserville	Louis Talbot	Fraserville.
Recorder of Montreal	Amédée Geoffrion, M.L.A.	Montreal.
Clerk of the Legislative Assembly	Louis P. Geoffrion	Quebec.
Member Catholic Committee of Public Instruction	Hon. L. R. Roy	Quebec.
Sheriff of District of Roberval	Georges Lévesque	Roberval.
Arbitrator for Settlement of Accounts between the Dominion, Ontario and Quebec	Hon. H. Archambault	Montreal.
Assistant Prothonotary, District of Montreal	L. P. P. Cardin, M.L.A.	Montreal.
Secretary Running Waters Commission	H. L. de Martigny	Montreal.
Crown Lands Agent of Abitibi	Hector Authier	Quebec.
Member Council of Public Instruction	Patrick M. Wickham	Montreal.
Member Protestant Committee of Public Instruction	Robert Bickerdike, M.P.	Montreal.
Member Protestant Committee of Public Instruction	Wm. H. Walker	Huntingdon.
Provincial Licenses Commissioner	Hon. H. Carroll	Quebec.
Provincial Licenses Commissioner	Hon. A. G. Cross	Montreal.
Provincial Licenses Commissioner	Hon. Auguste Tessier	Rimouski.

The 4th Session of the Quebec Legislature in 1912

The 4th Session of the twelfth Parliament of Quebec was opened on Jan. 9th by Sir Francois Langelier, Lieut.-Governor, in a Speech from the Throne which first paid high tribute to the late Sir Alphonse Pelletier and congratulated Canada upon having a Royal Governor-General; rejoiced in the large increase of Quebec's population as shown by the recent Census; stated that the clearing of the public domain was being carried on more actively than ever and that "the time seems to have come for turning to account the vast areas of arable land in the northwest part of our Province"; observed that the Colonization Department had already begun the construction of a main artery in the Temiscamingue region and proposed "to begin opening a road about 110 miles long in Abitibi next Spring along which road free grants of lots will be given"; urged the construction of new railways through the north of the Province such as a Line having its terminus at James Bay; referred to the Government's campaign and legislation in favor of better rural roads and stated that the Government "will therefore ask you to place a considerable appropriation at its disposal to enable it to provide a sinking fund for the loans contracted by municipalities and to contribute to the payment of interest on the same"; pointed to the success of the Cheese-makers' Co-operative Societies and of the Government's efforts to promote the growing of clover and fruit-trees; announced the gradual abolition of tolls on public bridges and roads, the establishment, in the coming September, of two new Normal Schools, and a larger appropriation for Education; promised an Act enabling School-boards to supply text-books to all pupils under their control and another redistributing the electoral districts; stated that the Provincial Sanitary system would be re-organized and aid given to Tuberculosis Hospitals; promised legislation establishing a Juvenile Court and facilitating and cheapening Civil suits.

Meantime, Olivier Cyrille Fraser Delâge, LL.D., was elected Speaker of the Assembly. He had been a Member since 1901 and Deputy Speaker for three years. The Address was moved on Jan. 10 by P. M. L. Roy of Lévis and seconded by W. H. Walker of Huntingdon. Mr. J. M. Tellier, Opposition Leader, then criticized the Government policy at length. He disliked the Land legislation of 1909, urged a separation of Crown lands and Colonization interests and claimed that the Department's policy in regard to timber-limit holders and settlers was driving the latter into Ontario; described the Good roads policy as patchwork and the Temiscamingue Railway proposal as exceedingly belated; declared the encouragement of clover-growing and fruit cultivation to be good but thought the Government should go further and extend its aid to agricultural pursuits. "It is not a good thing that the Province should have to import so many food-stuffs that could be grown and manufactured here." Regarding the Technical schools he thought the Government was spending too much on buildings and too little on education itself. He deprecated the practice by which school-grants, instead of being paid to the

proper Trustees as the law demanded, were paid to Liberal members or election agents and used to influence the electorate. As to finances he noted that since 1892 no new obligations had been created but, in the period from 1892 to 1897, the Conservative Government had to pay an annual sum of one million dollars for old Railway subsidies previously voted. "To-day the Government receives four times as much in taxes as was received in 1897 and they have no Railway subsidies to pay. Where the Conservatives had to pay $1,000,000 a year, the Liberals have not paid a million dollars altogether during the 16 years they have been in power. In addition to that, they have a new source of revenue in the increase of the Federal Government subsidy by $600,000 in 1906, and there will be a further increase of $200,000 next year."

Sir Lomer Gouin followed and dealt chiefly with the proposed Government railway policy. The construction of railways was a duty of the Government in order to enhance the value of the Northern Districts of Quebec with their fertile soil, rich forests, and rivers with mighty falls. Agriculture, commerce and industry might well be developed there. Farmers' sons could found new homes in the North, their brothers in the United States might return to enjoy their mother-tongue. A population of several millions could live there in ease and abundance. This policy would also aid in the transportation of the products of the West. He wanted a Railway to James Bay at the mouth of the Nottaway River and thought the Dominion Government should take it up as a National enterprise connecting Quebec with the Hudson's Bay Railway and Western centres. "If they will not, perhaps we can get a private Company to take up the scheme. If not, then the Quebec Government will have to undertake it." The Premier then announced his Roads policy:

We propose to add to the Department of Agriculture, a Department of Roads and the Minister of Agriculture will in future be known as the Minister of Agriculture and Roads. We are going to guarantee the loans of the municipalities for the upkeep and macadamizing of their roads. We are going to ask the House to authorize a loan of ten million dollars, of which the Government will pay the sinking fund, and up to half of the interest, the municipalities to pay the rest. And we propose to have the best system of roads that has been constructed in Canada since Confederation.

The Hon. C. R. Devlin, in following, announced the Government's intention to build in the Spring a Railway running 100 miles from where the T. & N. O. touched the Provincial boundary, to Bell River, through the Temiscamingue country. In answer to a charge made by Mr. Jean Prévost, that there had been little increase in Quebec's population due to colonization, he quoted figures of increases shown by the last Census in Counties which were essentially Colonization counties—Chicoutimi and Saguenay, 15,000; Rimouski, 11,000; Champlain, 10,000; Beauce, 8,000; Megantic, 7,000; Labelle, 7,456; Gaspé, 5,682; Pontiac, 4,200; Dorchester, 4,000; Bonaventure, 3,600; Portneuf, 3,370; Nicolet, 2,000. The debate proceeded for days and

on Jan. 16 Henri Bourassa gave his contribution. He dealt with the James Bay project as being a doubtful rival of the Georgian Bay Canal and denounced the Government policy by which, he claimed, a double proprietorship, one for the land and one for the timber, was established. "You take away from the settler the sole harvest he has during the first years of his life on the land. That is making colonization an impracticable thing. Until you go to the heart of the evil, and remove this continual cause of conflict between colonists and lumber merchants, your colonization policy will never be a success." He feared that lack of system would turn the Good-roads grant into a matter of large expenditure and little result. On Jan. 18th an Opposition amendment to the Address was moved by P. Cousineau (Cons.) in the following terms:

> Nevertheless we deem it our duty to respectfully express regret that the Speech from the Throne and the Ministerial explanations do not allow the Province to expect from the Government a vigorous and progressive policy to assure to it: Schools that will be more profitable to the children of the people; the development of our agricultural industry; easy access to our settlement lands and more favourable treatment of settlers; improvement of our rural roads on a methodical system and general plan; easy and advantageous means of communication wherever needed for settlers or persons wishing to settle; the conservation at the same time as the judicious utilization of our natural resources; improving the lot of our working classes generally; a more active and more efficient supervision over mutual insurance companies and benefit societies with a view to better protection of the public; better administration of justice; reforming our laws so as to do away as much as possible with private legislation and exceptional Acts; respect for the autonomy and rights of municipalities; doing away with the abuse of patronage in the distribution of public grants; reducing taxes which are too heavy a burden for the people.

This was defeated by a party vote of 50 to 13 and the Address then passed without division. During the debate the Hon. L. A. Taschereau announced that the Government proposed to ask for a vote of $500,000 in order to abolish the toll roads and toll bridges in the Province. On Jan. 24 Mr. Prévost attacked the Government for allowing Charles Lanctot, K.C., to receive large retainers for outside work when acting as Assistant Attorney-General and Sir Lomer Gouin vigorously defended his assistant—quoting precedents in Quebec's Conservative days and the practice of Mr. Newcombe, Deputy Minister of Justice at Ottawa. Mr. Tellier claimed that the system should be abolished and a larger salary paid. The subject was discussed again on Feb. 2nd and on Mch. 6th, also, when Mr. Prévost went so far as to call Mr. Lanctot "a Legislative toll-gate" and produced a letter from Mr. Newcombe stating that the only outside work he did was to take an occasional brief before the Supreme Court or Judicial Committee. Later on in the Session legislation increased this official's salary to $6,000 and provided that his services should be entirely given to the Province. As to this the Opposition objected by Resolution on Mch. 13th to the Assistant Attorney-General receiving a higher salary than other Deputy Ministers but it was voted down by 53 to 11. On

Apl. 3rd the Opposition moved a long Resolution stating that Mr. Lanctot had between July 1, 1905, and July 1, 1910, received $6,000 a year in salaries and expenses, etc., and a total for other Government services of $8,200 during the five years as well as "considerable amounts from municipal and commercial corporations in connection with private legislation" and declaring the Government deserving of censure in this connection. The vote was 46 against and 9 in favour of the motion.

On Jan. 31 a stirring scene occurred between Messrs. Lavergne and Taschereau in which both used strong language. The matter arose over the absence of certain documents and two days later Mr. Lavergne apologized for his statements. In answer to questions Mr. Taschereau stated at this time that the new Montreal Prison was nearly completed and would cost altogether $2,850,000. A prolonged debate took place on Feb. 21-22 as to alleged malversation in respect to timber on colonization lands in the Province. Messrs. Prévost, Lavergne and Bourassa delivered fiery speeches on the subject and replies came from Hon. Mr. Allard and Hon. Mr. Caron. The charges made by the Opposition centred around the operations of speculators in timber on settlers' lots. Mr. Allard, Minister of Lands, declared that the speculation had crept in between the years 1904 and 1909 when Land agents were allowed to dispose of lands without supervision by the Minister. The changing of the system by the law of 1909 had made it possible to control the situation. Mr. Jean Prévost alleged that the Government had lost $500,000 in uncollected penalties on illegally-cut timber and Mr. Hall Kelly, in reply, whittled these charges down to two cases which he explained very fully. The Marriage question was brought up by Mr. Bourassa on Feb. 23rd who declared that if there was any doubt as to the legality of mixed marriages, the Province should enact legislation to clear away ambiguities and do justice to all. Each Church should look after its own people. Mr. Tellier described the Ne Temere Decree as simply a regulation affecting Catholics; Protestants should be married by their own clergy and mixed marriages be conducted by the Church of either party. The Premier stated that his Government had not been consulted by the Ottawa authorities.

On Mch. 14th a discussion took place regarding the maintenance of Spencer Wood, the Lieut.-Governor's residence, and the Conservative Opposition, represented by L. P. Bernard and E. L. Patenaude, proposed the following Resolution: "While willing to vote the supplies to His Majesty, this House requests the Government to adopt the necessary measures to abolish Spencer Wood as the residence of the Lieut.-Governor of this Province; to utilize said property for humanitarian or educational purposes; to give the Lieut.-Governor a fixed salary that will enable him to reside where he pleases, in order to render the office of Lieut.-Governor more in accordance with democratic principles, as well as to save in this manner large and useless expenses to the Province." It was voted down by 41 to 10—Mr. Bourassa and the Opposition Leader not voting. The critics described

the Government House as both costly and useless, ridiculed all form and ceremony and even sneered at certain Parliamentary ceremonies. Sir Lomer Gouin declared that the institution and its functions were good for the Province. Quebec was the gateway of Canada and it fell to her lot to receive many distinguished visitors. The Province could discharge its obligations and maintain its traditions with honour; to abolish Spencer Wood would be neither worthy nor convenient.

Some vigorous Opposition language was used on Mch. 20th as to a Resolution moved by A. Lavergne and L. P. Bernard declaring that the Compagnie de Publication du Canada—publishers of *Le Canada,* a strong Liberal paper—printed the Government *Journal of Agriculture* and received in various forms $45,000 for doing what other Companies had offered to do in exchange for the advertising privileges of the *Journal.* The motion was rejected by 51 to 13. An interesting private Bill of the Session was that of M. J. Walsh which made it compulsory for the City Council of Montreal to appoint an English-speaking Catholic as one of its three Members on the Catholic School Commission. On Mch. 27 Messrs. Cousineau and Patenaude moved a long Resolution of censure regarding contracts for the construction of the Montreal Gaol. It concluded with a statement that the Government "has shown itself extravagant in this undertaking, has wasted the public moneys, has ignored the interests of the Province" and was voted down by 42 to 14.

Several motions of the kind which an Opposition would naturally present on the verge of an Election were proposed toward the close of the Session. On Mch. 26 Messrs. Bernard and Lavergne moved a Resolution which referred to the appointment of a Commission (Dec. 29, 1911) to prepare rules for the management of the Running Waters of the Province—composed of Hon. S. N. Parent (Chairman) at a salary of $500 per month and C. Ernest Belanger and Wm. H. Bishop, Commissioners, at $25 per day, and declared the salaries in question "extravagant and scandalous." The vote was 49 against and 12 for the motion. On the 28th Arthur Sauvé and Georges Lafontaine moved a Resolution declaring that the rural population of the Province did not show a normal increase; that the cost of living and of labour was increasing disastrously; that the productiveness of the farms was falling off owing to weeds; that the Government was not encouraging the intensive farming, by the creation of local markets, which was so essential to the progress of the farmers; that for these and other reasons the House "regrets that the Government has done nothing practical and effective to sufficiently encourage agricultural industries in the Province." The vote against it was 45 to 12. Another motion presented by Mr. Prévost and Pierre D'Auteuil on the 29th (rejected by 42 to 12) regretted that the Government had neglected "to separate the Forest domain from that of Colonization in order to prevent and remove all occasion of conflict between the settler and the lumber merchant and to give free land to free settlers" and had failed to protect settlers from the exactions of speculators on the public domain."

Mr. Lavergne asked the House to express regret that contractors, through the privilege of making road machines and of sub-letting their contracts had made "scandalous profits" but his motion was defeated by 42 to 13. Messrs. C. E. Gault and A. W. Giard presented a motion declaring that the Taxes on Commercial Corporations had increased from $138,925 in 1892-3 to $712,118 in 1910-11; that these taxes were not distributed with equity or justice; and that the House regretted that the Government would neither reduce nor re-adjust them. It was voted down by 42 to 12. In this connection the Premier stated that the Government was studying the question of reducing these taxes but could do nothing this Session. On Apl. 2nd G. Lafontaine and M. H. A. Plante were defeated by 41 to 11 on a Resolution regretting that a notable part of the School funds should be distributed without rational method; that cheques representing the School grants were often placed in the hands of third parties, Members or others, instead of being addressed directly to the interested parties; and that this gave rise to "deplorable and scandalous abuses."

Turning to legislation there was much of importance presented and carried through the House by the Premier. The Metropolitan Parks Bill created a Commission for the Island and City of Montreal based upon the previous year's rejected measure with certain improvements and additions—the chief being the granting of power to the Commission to acquire property by purchase, gift or expropriation and to sell any surplus real estate it might acquire. The Bill provided that this Commission should consist of six members appointed by the Lieut.-Governor of the Province of whom one would be the Mayor of Montreal—the Chairman to be appointed by the Governor-in-Council. The Commission was authorized "to make and execute and carry out plans for the establishment of public parks, squares, promenades, boulevards, thoroughfares, recreation grounds, playgrounds, street baths and gardens on the Island of Montreal, the Dorval Islands and St. Paul, Dixie and Heron Islands." It was to have the power to collect an annual assessment of one-twentieth of one per cent. on all the real estate entered on the assessment rolls of all the municipalities of the Island of Montreal, for a period of forty years and to issue bonds and debentures not exceeding in value half the sum obtainable by the hypothecation of the future revenue of the Commission. All debts were to be paid in forty years. In the following August the Commission was duly appointed with Sir W. C. Van Horne, L. A. Lavallée, K.C. (Mayor), Hon. Arthur Boyer, Dr. E. P. Lachapelle, W. D. Lighthall, K.C., J. C. Walsh and Alexandre Michaud, as Members.

Another measure of Sir Lomer Gouin's re-arranged the Electoral districts of the Province, created seven more seats (of which four were on the Island of Montreal) and made the representation 81 instead of 74. Westmount was the only English-speaking Seat. The names of the new divisions created were as follows: Montreal-Dorion, Montreal-Laurier, Maisonneuve, Westmount, Labelle, Lake Megantic, Temiscamingue. In Montreal the name of St. Antoine's was changed

to St. George's. By Amendments to the Civil Service Act, Sir Lomer effected two important changes. First, the salaries of the civil servants were placed on a definite and clear-cut basis, with terms more generous than those which had existed. Second, an end was put to the question of the emoluments received by the Assistant Attorney-General who was given increased remuneration and confined to his Provincial duties. The Act as a whole was based on the Federal Civil Service Act, and divided the general Service into three divisions, each consisting of two sub-divisions.

The Premier's amendments to the Electoral law gave practically manhood suffrage to the Province. His measure provided that anyone who owned a little property or earned $10 a month was a qualified voter. Plural voting, which had existed in Quebec since very early days, was abolished and the one-man-one-vote principle enforced. Each voter had to qualify at his domicile and, irrespective of what property he might have, could vote but once. While property qualification remained the amount was not determined. The right to vote was extended to priests, clergymen, college professors and teachers without any other qualification and the Act was to come into force on March 1, 1913. To this the Opposition proposed without success amendments declaring (1) that General Elections should take place at a date fixed by law; (2) that Bye-elections should take place within a specified time after the vacancies occur; (3) that Election lists should be made up only as need arises—between the issue of the writ and nomination day. An important bit of legislation, and one affording a new precedent in Canada and even upon the Continent, was Sir L. Gouin's Bill to cut down the Liquor licenses in Quebec City from 96 to 60 and compensate the License-holders with $3,000 each—payable by installments from remaining License-holders within ten years. At the same time he re-adjusted the remaining License charges by increasing them so that the yearly return to the Government would not be less than before the reduction. On Mch. 22nd the Premier made the statement that if the plan worked well for Quebec City it might be put in operation elsewhere. His Bill respecting the Quebec and Montreal Technical Schools proposed to give the labouring class representation on the Board in Quebec and in Montreal to give a representative each to the manufacturing and labour classes, to increase the borrowing powers, the annual grants from the Government and the City liability. Sir Lomer also introduced the Bill legalizing the acquisition of Ungava and a measure creating a Roads Department in connection with that of Agriculture. There were two other measures of the Premier's—(1) increasing the indemnity of jurors and (2) abolishing costs in the Circuit Court when less than $25 was involved.

The Hon. L. A. Taschereau had several important measures to handle. By one of them toll-gates were abolished and about $500,000 appropriated, during five years, to indemnify companies and persons possessing or operating toll-bridges, etc. In speaking on the subject (Feb. 27) the Minister reviewed the various efforts made in the past

to clear away these remnants of mediævalism, and dealt especially with the work of the Commission formed in 1909 for this purpose. They had to consider 236 miles of roads under the control of turnpike trusts, and 42 bridges—the whole representing a capital of about $1,500,000. The Commission had already abolished toll-gates or control over roads and bridges valued at about $250,000. An amendment moved by the Opposition Leader (Mr. Tellier) on Mch. 6 proposed to strike out the clause giving certain powers to the Quebec Utilities Commission and to replace it with authority to the interested municipalities to provide, "either by agreement or by arbitration, for the apportionment of the repairs to be done for the maintenance of expropriated bridges and roads." It was defeated by 44 to 12. Another measure enacted that in cotton or woollen factories no boy, child, girl or woman should be employed more than ten hours in any one day, or more than fifty-five hours in any one week. C. E. Gault (Cons.) moved an amendment declaring that so far as women and children were concerned this regulation be made to apply to all industries. It was voted down by 46 to 11. On Mch. 25, Mr. Taschereau introduced the Government's Railway legislation in an elaborate speech based upon the premises that Quebec was behind the other Provinces of Canada in Railway facilities, and development, and Provincial aid. There were a large number of Subsidies specified but the largest and most important proposal was the construction of the James Bay Railway. This involved a grant of 4,000 acres per mile for 200 miles of road from Montreal to the Transcontinental, and 5,000 acres for each succeeding mile from the junction with the Transcontinental to the mouth of Nottaway Harbour at James Bay:

At the end of June, 1911, the Provincial mileage stood as follows: Ontario 8,322, Quebec 4,343. Ontario had given $9,204,616 from 1875 to June 30th, 1911, in Railway subsidies; Quebec had given $8,395,310. But in Ontario the municipalities had further contributed $13,360,000 whilst Quebec had only contributed $3,137,000. It was true that from 1882 Quebec had given 16,339,170 acres that were convertible into money, but of this number less than 1,500,000 acres had been given in actual land grants. On the other hand, the Province of Ontario, besides voting money grants, had given 7,323,000 acres of land. We ask the House therefore to aid no less than 31 companies to construct or extend their lines, to subsidize 2,200 miles of railway—that is, to increase by fifty per cent. the present mileage. We ask it to revote 1,554,364 acres that have lapsed and to vote 4,334,510 acres of new grants.

To-day the Province possesses 220,000,000 acres. From this amount we subtract 2½ per cent. to construct thirty-one railways that will enhance the value of our public domain by opening up new regions to commerce, to industry, agriculture, colonization, progress and civilization. We believe that Hudson's Bay will one day be one of the centres of distribution between the West and the East, and we believe that the Federal Government owes not only to the Province of Quebec but to the whole country to lead to the St. Lawrence River the wheat of the western plains by way of Hudson's Bay and from there directly to Montreal or Quebec. We repeat that the Government of Quebec will build a Railway to James Bay if the Federal Government or a private Company does not build it.

The Opposition criticism of the Resolutions, which passed as a Bill in due course—and under which it was stated that the land grants would be given in Ungava—was that they were of a political nature and intended, simply, to help the Government in the Elections. The James Bay Railway, Mr. Tellier described as "a piece of chimerical folly." The Provincial Treasurer, Hon. P. S. G. Mackenzie, revised the Succession Duties by raising the exemption on direct line estates from $5,000 to $15,000. In speaking on the matter (Mch. 4) the Minister said: "While this legislation will to some extent affect the revenues of the Province, it will nevertheless afford relief to those of the community who are less able to bear, in comparison with the rich and wealthy, the burdens of the State." Another subject dealt with, though not at this time by legislation, was the much-discussed and varied Insurance conditions of the Province. Speaking on Mch. 14 Mr. Mackenzie reviewed the nature and application of the recently imposed laws, stated that six Companies had failed to survive operation of the new regulations and declared the fundamental fault of these Companies, and that to which their downfall might be ascribed, to be their neglect to create a guarantee capital or reserve fund for the security of the policyholders. Their management was weak, and in their eagerness to obtain business in competition with stronger companies, they cut their rates and were not sufficiently careful in the selection and inspection of risks.

New and very important amendments to the Good Roads Act were presented by Hon. J. E. Caron who stated (Mch. 5) that Ontario had spent $893,000 on roads during the past ten years and Quebec $600,000 in five years. It was now proposed to spend $10,000,000 in Quebec during the next five years. If half of this was used for macadam roads, it would serve for the construction of 1,650 miles at $3,000 per mile. For the other five millions about 16,000 miles of gravelled road might be built at from $250 to $300 a mile. The main roads on which work was to be started at once were as follows: Montreal to Rouse's Point (two roads); Montreal to Quebec, one road each side of the St. Lawrence; Montreal to Sherbrooke; Sherbrooke to the United States boundary; Quebec to Sherbrooke; Three Rivers to Grand Mêre; Quebec to Rimouski; Montreal to the Ontario boundary. This would mean a distance of 1,200 miles of macadamized highways.

As to the scheme itself the actual construction of the roads was to be undertaken by the municipalities interested which would raise loans to pay for the construction. The Government would pay one-half of the interest and all the capital outlay when the loans matured. The proposals included all roads for the advantage of the community and not merely the national or trunk roads. No coercion would be used, the belief being that the various municipalities would see the advantage of participating in the plan. In the case of any refusing to take part in the construction of a trunk road passing through its territory special legislation might, later on, be required but few such cases were anticipated. If a municipality was too poor to participate

in the movement, even under the proposed generous conditions, special aid might be given. Convict labour would be used in certain cases. The Government would control the road plans and superintend the work of construction. An Opposition amendment was moved by Jos. Sylvestre, K.C., declaring that this measure would (1) take away from municipalities certain rights and guarantees under charter and (2) would permit a Municipal Council to impose a tax or assessment by simple Resolution. These conclusions were denied by the Government and the Resolution voted down by 54 to 9.

A measure presented by the Hon. Jules Allard allowed settlers to dispose of their lots at three instead of five years after obtaining letters patent. Mr. Tellier moved that the restriction be entirely removed but this was rejected by 33 to 8. The principal private Bill of the Session was, perhaps, the one amending the City Charter of Montreal. Under its terms the borrowing powers of the City were reduced from 15 per cent. to 12 per cent. of the annual increased values of taxable properties in the City. A pension fund " must within the next twelve months " be established for all employees whose salary was provided for in the City budget; the annual grant to the Technical School was to be increased by the City Council from $25,000 to $40,000. The Civic administration was given authority to establish municipal ice houses and to sell ice to citizens or otherwise dispose of it. The Controllers were authorized to expropriate a multitude of properties so as to effect the opening or widening of city streets.

The most important expropriation of all, which would have opened Mount Royal Park from Mountain Street, was struck out of the Bill. The clause of the old Charter under which citizens were disfranchised as municipal electors if they did not pay their water-tax by Dec. 1st, each year, was abolished and the necessity that candidates for the Mayoralty should possess property worth $10,000 and candidates for the City Council property valued at $2,000 was removed. The Legislative Council, following its own precedent of former years, insisted that these clauses should remain in the Charter but, on the matter being referred back to them, the members decided to bow to the will of the Assembly. There were many other measures, including the long-pressed enactment enabling Quebec to join the other Provinces in a mutual recognition of Medical diplomas and completing the inter-Provincial right of physicians to practice throughout Canada. An Act to amend the Montreal Tramways Charter confirmed various agreements of that Company.

Incidents of the Session included Mr. Prévost's motion (Mch. 22) declaring that " this House regrets to see that the moneys voted for colonization roads under the present Administration have been distributed in various places, in the interest of the party in power and contrary to that of the settlers of this Province," which was rejected by 36 to 9; an expression of regret moved by Mr. Sauvé (Cons.) that the Government had done nothing " to settle the question of the abolition of Seigneurial rents " which was defeated on Mch. 28 by 38 to 11; a Resolution by Mr. Prévost declaring that " the system of making

the municipalities bear one-half the cost of the maintenance, residence and treatment in the Asylums of patients sent there as public patients, is badly organized and does not give satisfaction," and should be amended by the Government, which was rejected (Apl. 2) by 43 to 13; the demand by Jos. Sylvestre (Apl. 2) that the Government should "better supervise all Insurance Companies doing business in this Province so that the public may be protected" which was voted down by 48 to 15; an Opposition motion by Mr. Prévost on Apl. 3 which declared that the citizens of Montreal should be left free "to manage their own municipal affairs instead of being under the tutelage of the Legislature" and was rejected by 41 to 11. Mr. Décarie, Provincial Secretary, in reply to questions on Jan. 22nd stated that the provisions of the Council of Trent respecting marriage had been promulgated in the Province by order of Mgr. de St. Valier on Oct. 8, 1700. The Legislature adjurned on Apl. 3rd after receiving 177 Bills of which one came from the Legislative Council and of which the great majority were passed into law.

The Annexation of the District of Ungava to Quebec

This matter—one pregnant with issues of great future importance—was settled during the year with very little public or Parliamentary discussion. After varied representations to the Federal Government as to the territory being, geographically, a part of Quebec, the Parliamentary Resolutions of July 13th, 1908, dealing with the Boundaries of Manitoba and Ontario had "upon such terms and conditions as may be agreed to" declared it expedient that Ungava should be given to Quebec but that legislation arising out of this transfer "shall not in any way prejudicially affect the representation of any Province in this House." Sir W. Laurier on Feb. 26, 1909, enclosed these Resolutions to Sir L. Gouin and drew his attention to the latter phrase. The Premier of Quebec wrote on Mch. 4 accepting the "general provisions" contained in these Resolutions and on Apr. 27, following, the local Legislature authorized his Government to continue negotiations as to the District and all the Islands appertaining thereto. Correspondence followed relating to the Indian title in Ungava with the final understanding that Quebec would settle any claims arising in that respect. On Jan. 3rd, 1912, Sir Lomer Gouin wrote the new Prime Minister at Ottawa advising him that "terms and conditions of an arrangement had been substantially agreed upon" with the late Government and asking him to deal with this matter if and when the Manitoba boundary came up for settlement. Finally, Mr. Borden on Feb. 26, presented to Parliament the following Resolution upon which the ensuing Bill annexing Ungava to Quebec was based:

Resolved that it is expedient to extend the limits of the Province of Quebec so that the boundaries thereof shall include, in addition to the present territory of the said Province, the territory bounded and described as follows: Commencing at the point at the mouth of East Main River where it empties into James Bay, the said point being the western termination of the northern boundary of the Province of Quebec as estab-

lished by virtue of Chapter 3 of the Statutes of 1898 intituled 'An Act respecting the Northwestern, Northern and Northeastern Boundaries of the Province of Quebec,' thence northerly and easterly along the shores of Hudson Bay and Hudson Strait; thence southerly, easterly and northerly along the shore of Ungava Bay and the shore of the Strait; thence easterly along the shore of the said Strait to the boundary of the territory under the jurisdiction of Newfoundland; thence south-easterly along the westerly boundary of the said last mentioned territory to the middle of Baie du Rigolet or Hamilton Inlet; thence westerly along the northern boundary of the Province of Quebec as established by the said Act to the place of commencement.

The question of Quebec's original boundary and representation came up in the ensuing discussion. The Hon. W. Pugsley claimed that by the adjustment of the Boundary disputes with Ontario in 1898 100,000 square miles were then added to Quebec and the unit of representation thereby affected; Mr. Borden thought that the issue in 1898 was a "declaration" of boundary rather than an addition and that it did not, therefore, trench upon the Confederation enactment. The new Bill itself had a clause by which the 1912 addition of territory was declared to be not included in the computation of the unit of population for the purpose of adjusting the representation of the other Provinces. In moving the Resolutions in the House on Mch. 18 Mr. Borden stated that the Islands mentioned in the negotiations would not be transferred to Quebec. "It was thought better to keep them as they might be used for navigation purposes by the Dominion." On the 29th the 3rd reading of the ensuing Bill passed without Amendment and with a little discussion. It passed the Senate in due course.

On Apl. 1st Sir Lomer Gouin introduced at Quebec the measure giving effect to this Federal Act. By this legislation the name of Ungava was changed to New Quebec without opposition—except from Mr. Tellier who thought the territory would entirely lose its identity under the new designation. Sir Lomer argued that there was nothing in history to show that the name Ungava had been given to commemorate any notable event or any great name. He considered that since the territory formed part of the Province it was important that it should be known as such. It was with pride that Quebecers going across the Atlantic could point out Quebec on the map and show their Province to be the largest in Confederation. As to the new area of the Province he said: "In 1897 the area of the Province of Quebec was 201,536 square miles. In 1898, after the limits of the Province had been carried northward from the Height of Land to the East Main River, it was 346,875 square miles. With the annexation of Ungava the area will be 702,875 square miles or about 425,000,000 acres."*

The population of the new territory was, by the last Census, 1,171 and its annexation, the Premier pointed out, was to be ratified subject to three conditions: the preservation of the existing Quebec unit of representation, a Provincial agreement along Dominion lines with the Indians, and a guarantee of its rights of property to the Hudson's

* NOTE.—Official Dominion figures issued in July stated the area of Quebec, prior to Ungava's annexation, at 351,873 square miles and, after that event, as 706,834 square miles.

Bay Company. As to representation "it is true that the District of Ungava will not affect the Quebec unit, but it will have representation for all that and, if at the next Census, it has a sufficient population to entitle it to a member, it will have one as soon as that population equals the Quebec unit, and its representative will be added to the 105 which Quebec already has by the British North America Act." The measure passed without opposition, and a Federal Order-in-Council on May 15th completed the transfer. The next point to settle was the boundary between New Quebec and the Labrador territory of Newfoundland. On May 29 Sir Ralph Williams, Governor of the Island, was in Quebec and a conference followed with the Premier. The matter had already been under discussion between the Governments of Canada and Newfoundland and the former had proposed submitting a stated case to the Privy Council. Conditions were still unsettled at the close of the year. In this connection Mr. Borden had changed a clause in the Ungava Bill for reasons specified in the House on Mch. 18: "For sometime past there has been an endeavour to have a decision given by the Judicial Committee of the Privy Council upon a stated case which has not been heard yet, nor I think agreed to. In the meantime, I think it would be advisable to strike out the words 'under the jurisdiction of Newfoundland' and substitute for them 'over which the Island of Newfoundland has lawful jurisdiction.'"

As to the region itself little was known by the public of Canada. Dr. A. P. Low had made certain geological and scientific studies in previous years and had dealt with them in the Geological Survey Report of 1895. He had explored the chief rivers and in one campaign of 17 months had traversed 5,460 miles—2,960 in canoes, 1,000 on foot, 500 with dog-teams and 1,000 on a steamer. According to him the soil of the greater part of the Peninsula was derived from the underlying Archæan rocks and was a mixture of clay and sand with the latter predominating. The Forest was continuous to between Latitudes 52 and 54 with the exception of the summits of rocky hills. To the northward of Latitude 53 the size and number of barren areas increased rapidly. The black spruce was the most abundant tree and constituted 90 per cent. of the Forest. On the southern water-shed the growth was very thick so that the trees rarely reached a large size. White spruce was found throughout the wooded area and other trees growing there were canoe birch, aspen, balsam, poplar, cedar, banksian pine and tamarack. The numerous large lakes of the several water-sheds and most of the rivers, especially those flowing north and east, were stocked with an inexhaustible supply of food fishes of large size and superior quality, including among other species, the lake and brook trout, land-locked and sea-run salmon, white-fish, pike, pickerel and ling or fresh-water cod. Gold was not observed but silver, according to a later Report of Dr. Robert Bell, might be a possibility. Occurrences of low-grade iron-ore were numerous while Dr. Low reported also deposits of titanic iron-ores, iron pyrites, and mica, at various points. The region was, of course, the last great reserve of fur-bearing animals in North America.

Before the end of 1912 New Quebec was attracting much attention. Expeditions of exploration and exploitation were fitted out in various directions. Alleged discoveries of placer gold around Ungava Bay, possibilities of varied minerals in the highlands, rumours of great reserves of bituminous coal, all the chances of a new and rich mineral zone were publicly and privately discussed. An Ottawa party on June 4th left to hunt for rumoured diamonds and another party in August staked out gypsum claims; the Ungava Exploitation Company with $1,000,000 capital, and experienced mining men connected with it, undertook an expedition; Dr. W. T. Grenfell (Apl. 11) told the Montreal press that: "I think there are undoubtedly minerals in that region, but while you are waiting for the minerals to be discovered, there is no reason why reindeer ranching should not be made profitable in the immediate future."

The Provincial Elections of 1912

Sir Lomer Gouin appealed to the people for the second time as Prime Minister with many things in his favour. There was general prosperity, no pronounced agitation visible in the Province as to any particular subject, a dearth of discontent, and severe depression amongst the Nationalists. The Premier's personal record was of the highest, the political career of his Cabinet since March 20, 1905, had been very largely peaceful, the policy pursued had been constructive and financial conditions excellent. Bye-elections, also, had since 1908 been almost uniformly favourable to the Government which at Dissolution had 61 supporters against a combination of 13 Conservatives and Nationalists. The financial record of the Administration showed a revenue growing from $5,436,734 in 1905-6 to $7,147,936 and expenditures from $5,255,981 to only $6,886,730. In the building of Schools and larger grants to Education, in the aid given to Agriculture and Good Roads, in the Pulp-wood policy and Railway proposals, the Government had a record of satisfactory and progressive character and one which the Montreal *Gazette* (Cons.) had more than once praised as to its financial aspect in moderate but concise terms. The Montreal *Herald* (Lib.) put the financial situation as follows on May 2nd:

> The Provincial Conservative party, which in 1891 assumed power with the same Debt as we have to-day, with a revenue of about one-half, a trade of less than one-half, a business community suffering from pronounced depression and a falling barometer, felt itself justified in adding nine millions to the Debt—though, be it observed, it had promised not to do so. The same Conservative party, led by a man who sat in the Legislature and voted in support of Messrs. de Boucherville, Taillon and Flynn, now denounces the Liberal Government for not further reducing the Debt, in face of a rising barometer of prosperity, a doubled revenue, an immensely increased wealth and population, and universal conditions of expansion which make certain expenditures imperatively necessary for education, rural communication, technical training and the development of the Provincial hinterland.

On Apl. 15 the Dissolution was announced with Nominations for May 8 and polling on the 15th. The Liberal campaign opened on the

evening of the Election announcement at a political banquet tendered to Hon. J. L. Décarie, Provincial Secretary, in Montreal. The drill-hall was crowded with 1,000 representatives of 21 local Liberal organizations and with the chief Provincial politicians. Hon. Dr. Lanctot, President of the Montreal Federation of Liberal Clubs, was in the chair. Mr. Décarie in his address said that the Government had re-established the night schools inaugurated by M. Mercier in 1886, but abolished by the Conservatives in 1892. They had helped struggling municipalities to build schools and to pay the salaries of those engaged as teachers. They had distributed books and geographical charts and they had also tried to inculcate the history of their beloved country and Province among the young by undertaking the annual distribution of 32,000 volumes of works by French and English-speaking authors. Sir Lomer Gouin reviewed the record of his Administration, of its recent legislation and its financial progress and, in the Good Roads matter, declared that the Government would not be satisfied until much more than $10,000,000 had been expended on Provincial Highways. "We have made Quebec a better, a more prosperous and a richer Province under our Administration since 1905, and it is on the merits of this administration that we now appeal to the electorate, confident that we will remain in power." Hon. L. A. Taschereau and Hon. R. Lemieux also spoke.

At Quebec on Apl. 22nd the Premier addressed a mass-meeting and was at the Monument National, Montreal, on the 26th. Here he took exception to Conservative statements that he was concerned in the 1911 Reciprocity contest and involved in its results. "Several of the Conservative speakers may lead you to suppose that the Liberals want this to be a Federal contest. I want it to be understood that we do not wish to be judged except on the merits of our own acts. They talk of Reciprocity. That question, I say most categorically, has nothing to do with the issue which will be decided on May 15." Much stress here and elsewhere was laid upon the fact that Quebec was now the largest Province in the Dominion. In the matter of Railways Sir Lomer said that the Quebec and Saguenay Railway, the Matane to Gaspé, the new Lévis to Sherbrooke, the Richmond to the American border, Lake Temiscamingue to Rapide des Quinze, the Ha-Ha Bay to Mistassini, were now being built or would be in the near future. "If the Federal Government does not do for us what it has done for the Western Provinces and build the road which is due to connect Montreal with the Transcontinental, we will do it ourselves. I promise the electors of Montreal that a railroad will be built to the fertile and timber lands of Ungava, whether the Conservative Government at Ottawa grants us the subsidy of $6,400 per mile or not."

The Hon. R. Lemieux followed in a eulogy of Sir Lomer Gouin. "He has realized all the aspirations which the people of Quebec placed in him. His inflexible rectitude naturally bore him to the eminent post which he occupies with such distinction. Sir Lomer Gouin understood that if our Province was to remain faithful to certain ideals it must be started out along the lines of progress and higher education.

Faithful to the policy of his great predecessor, Honoré Mercier, he multiplied the grants for elementary schools and night schools, while the monument of his work is the School for Higher Commercial Studies and the Technical Schools of Montreal and Quebec." Reciprocity, he asserted, was not an issue though Sept. 21st, 1911, had been "a day of dupes." Sir Lomer Gouin spoke at Sherbrooke on May 1st accompanied by Messrs. Devlin and Mackenzie; he was at Westmount on the 2nd when he promised an early and satisfactory settlement of the Commercial tax problem after his return to power; Grand Mêre was visited on May 10 and the Premier told the audience that Nationalism had ceased to exist in the Province. He was at St. John's on May 12 in the constituency from which Marcellin Robert had retired to make way for Sir Lomer and he there addressed a Sunday afternoon meeting. Other speeches were given and on May 8th the Premier issued an elaborate Address to the Electors of the Province. In it he re-capitulated everything done by his Government in legislation and by administration and the list was certainly a long and interesting record of seven years:

In the first place we have by the annexation of Ungava assured to our Province the possession of an immense territory that is rich in forests, in minerals, in mighty water-powers and resources of every kind. We have modified the laws in such a manner as to encourage Temperance. We have instituted a Commission to study the most fitting means to fight against Tuberculosis and we have given grants towards the maintenance of Sanitaria and Hospitals for those afflicted with this disease.

We have increased the estimates for Public Instruction from $483,460 to $1,321,597 and the expenditure on Universities, on the Polytechnic School, on the classical colleges, on the high schools, the academies and the modern schools. We have given a grant to establish a Chair of Surveying at Quebec and have contributed towards the construction of fifty commercial academies for boys in the country districts and have increased the annual grant for public schools, created new grants to the value of $225,000 in aid of the smaller country schools, trebled the special grant for elementary schools and increased from $28,881 to $78,449 the grants to the poor schools. We have instituted a system of rewards for the most deserving school municipalities and also for teachers of both sexes who have a record of at least ten years' service. We have increased the pensions of retired instructors and have founded eight Normal Schools. We have founded two Technical Schools and given generous subsidies to the Art Schools and schools with classes in Manufacturing.

We have increased the estimates for Agriculture from the 1906 figure of $218,600 to the amount of $679,600 and the grants to agricultural societies and clubs. We have encouraged the cultivation of tobacco, clover and fruit, besides the production of honey and the raising of poultry. We have, through the medium of loans without interest, stimulated the purchase of blood-stock and the improvement of our herds and flocks and passed regulations for the cheese and butter factories and compelled these manufacturers to have a certificate of capability. We have established co-operative societies in order that the farmers might obtain better prices for their dairy products and their tobacco and endeavoured to spread the instruction of housekeeping and to encourage the children in country schools to learn gardening. We have accorded large grants to the Dairy School, the Veterinary School and the Agricultural schools.

We have inaugurated an active campaign in favour of the development of our roads and raised the estimates for this purpose from the 1906

figure of $9,661 to $350,000. We have guaranteed up to the sum of $10,000,000 the loans that will be made by the municipalities in order to macadamize, stone, or gravel their roads. We shall pay half the interest on the sum and arrange for the sinking fund. We have begun to abolish the toll-gates and this work will be hastened. We have subsidized the construction of 160 iron bridges at a total cost of $1,390,000 and have given large subsidies for the construction of railways in new districts. We have started the project of a railway to link up the James Bay with Montreal and Quebec and have began to open highways to penetrate the Districts of Temiscamingue and Abitibi. We have instituted clearing contests in order to encourage colonization.

We have extended the franchise and created the Montreal Metropolitan Parks Commission which will not only take means to beautify Montreal, but will also study the improvement of the working classes. We have created Forest reserves for townships in order to help the farmers, and settlers that have no more wood, and district Forest reserves. We have founded a School of Forestry and we have organized a special Service for the exploration and supervision of the public domain and for the control and direction of the development of our forests. We have named a Commission to study the best means to adopt in order to regulate our water-powers and water-ways and have prohibited the exportation of wood cut upon our public lands in order to encourage the establishment of pulp and paper mills in our own Province. We have raised the rents and stumpage dues payable by the limit-holders and have thus increased our forest revenues by at least $400,000.

We have modified the Mines law so as to stimulate the exploration and development of our mining lands. We have finished the work of revising the Statutes and have increased the number of Judges in order to make justice more expeditious. We have limited appeals in order to make justice less costly. We have abolished costs in cases where less than $25 is involved. We have on two occasions increased the indemnities of jurors. We have created a Juvenile Court and have instituted a Public Utilities Commission. We have enacted a law to protect workmen who are injured while at their work and have made the inspection of scaffoldings compulsory. We have installed a museum of safety devices for the protection of working men and have opened Employment offices at Montreal and Quebec. We have made laws for the better protection of women and children who labour in factories. We have been the means of having the Dominion subsidy readjusted. This adjustment now allows us to draw an additional sum of $880,000, that is to say even more than is necessary to pay the interest on the Consolidated Debt.

Despite all these additional expenses the ordinary expenditure was in 1911, the Premier said, only 11 cents per capita greater than in 1897. As to the future a similar policy would be pursued. In Montreal on May 13-14 Sir Lomer made his last speeches of the campaign and had a good deal to say on the heated local question of Tramways and corporate control. He claimed (May 13) to have broken, after four years of struggle, the Light and Power monopoly of Montreal and given the citizens 50 per cent. better rates; described the Tramways matter as not yet settled and said that in its present form it would at least give the people a reduced tariff, an improved, more complete and wider service; declared that "this question of Tramways will never be settled until we can obtain the support of the Municipal authorities and it will never be settled by any but a Liberal Government at Quebec"; described the new Gaol at Montreal as the most perfect in America and built in part upon land now worth $2,000,000

which Mr. Mercier had bought for the Province in 1892 at a cost of $40,000. Several speeches were made in the Montreal district during the last two days and, indeed, the Premier had spent most of his time during two weeks in these constituencies.

The Opposition Leader—J. M. Tellier, LL.D., who had represented Joliette as a Conservative since 1892—put up as strong a fight as was possible, and had some support from Ottawa. C. P. Beaubien was his general organizer while Armand Lavergne, the Nationalist, acted as his chief organizer in the Quebec district which included 23 Seats. An undoubted loss to the Opposition was the decision of Henri Bourassa not to be a candidate in St. Hyacinthe or elsewhere. To the press at Quebec on Mch. 27 he said: "I am going to Europe to cleanse my mind, to rejuvenate myself." After his return he would probably make a tour of the West and be out of politics for two years at least. Before sailing on Apl. 18 Mr. Bourassa, in two columns of political disquisition in *Le Devoir,* urged the people to support Mr. Tellier as being an able Leader well fitted to take charge of affairs. "The inertia of the Gouin Government in the matter of colonization ought to suffice to accomplish the present Government's downfall. It is time for every taxpayer to say that colonization is the most absorbing Provincial question. The agricultural policy is as nothing, the new road building idea is incoherent and the educational policy is as bad."

Mr. Tellier spoke throughout the Province almost continuously for weeks. He was banquetted at Montreal on Feb. 24 by local Conservatives and declared that all the business of the Gouin Administration had been negative. They could show surpluses, but the indebtedness of the Province was all the time increasing. The surpluses boasted of every year were only an evidence of bad accounting. Escaping responsibility had been the policy followed by the Government of Sir Lomer Gouin and an example of this was to be found in the $10,000,000 Grant for good roads. The Government would rather spend that sum in "shrimps" all over the Province than assume the responsibility of planning a system of good roads and carrying it through. All the initiative was left to the municipalities, a great proportion of which were not properly organized for the task and could not be expected to be. In abolishing toll-gates and toll bridges the policy of the Government had been the same—escaping responsibility and progressing backwards.

In Montreal on Apl. 23 Mr. Tellier spoke at length as to the Government and his own policy. He described Sir Lomer Gouin as the Father of taxation on bonds and on the obligations of corporations and municipalities; declared that the nine million reduction of indebtedness was due to the receipt of $7,000,000 from the C.P.R. balance due on purchase of the North Shore Railway and $2,394,000 additional from the Federal Government; claimed that the School for Higher Studies and the Technical Schools in Montreal and Quebec were under the control of fictitious corporations which were really Government Commissions and which had borrowed money under

Government guarantees totalling $1,775,000—not included in Provincial indebtedness; stated that toward the end of the last Conservative Administration the Province obtained $105 for obligations of $100 bearing interest of 4 per cent. and a little after the change of Government $90 for obligations of $100 bearing interest at 3 per cent. to be reimbursed in 40 years; condemned as "scandalous waste" the expenditure of $600,000, with a yearly outlay of $50,000, upon the School for Higher Studies' building occupied by 37 pupils and of $1,300,000 upon the two Technical School Buildings; alleged that the Montreal gaol was costing $2,850,000 or $114,000 interest and $228 a year for the lodging of each inmate; declared that the Province should look after its main roads directly and not through the municipalities. Upon another point he was explicit:

> Complaints of settlers are being heard from one end of the Province to the other. They complain of the bad will of the Crown Lands Department. They are prevented from buying more than one lot. They have to wait for weeks, months and even years and if they have to change their location the law prevents them from selling the buildings, improvements, or work which they have done. This was proved by hundreds of documents in the House. Hon. Mr. Prévost and Mr. Armand Lavergne have been the devoted defenders of the settlers in this regard and, in view of this anti-patriotic policy, the sale of lands has considerably diminished, as the official reports show, and the settlers are going in crowds to Ontario.

Moreover, "under the Gouin Government the municipalities have been despoiled of the control of their roads, streets, franchises and often of their right to manage their most intimate affairs. The City of Montreal, in particular, has been held under the Government as if it were in a stage of interdiction; and the Government often disposes of its money as well as its franchises." The Hon. F. D. Monk and Hon. L. P. Pelletier of the Federal Government, Jean Prévost and L. T. Marechal followed. From Mr. Borden came a despatch sending best wishes to Mr. Tellier "whose high character, wide experience and splendid ability render him eminently worthy of the leadership which has been conferred upon him." Mr. Tellier spoke amongst other places at Sherbrooke on Apl. 30th when he defined his policy as follows: "Business administration of affairs, building of trunk roads at the entire expense of the Government, and cross roads at the cost of the municipalities and the Government; reduction and readjustment of taxation; substantial grants to agriculture, education, etc." He was at Quebec on May 2 accompanied, as at other places, by Mr. Lavergne and at St. Jerome on the 3rd where he stated that "since the Gouin Government has been in existence, the sale of lots from the Crown Lands to the settlers of the Province has been reduced by more than half. In 1908, the Government sold 292,000 acres of land, while during the past year 119,000 acres only have been sold." The Hon. W. B. Nantel, Minister of the Interior at Ottawa, also spoke.

He was in his own constituency of Joliette on May 5 and at St. Hyacinthe on the 4th. At Berthierville on the 7th he addressed a joint

meeting in the interest of Dr. Gaboury and was at Three Rivers on the 9th when he criticized the Workmen's Compensation Act for fixing the maximum indemnity for the loss of life at $2,000, without taking into consideration the value of the life, or age, or responsibility of the working man himself. An enthusiastic meeting was held at Montreal on May 10 with a number of prominent local speakers present. Stress was laid upon the Government attitude toward Montreal. "Our policy—I have affirmed this before and I repeat it before this immense meeting—our policy when we come to power will be to treat the metropolis of our country as all municipalities should be treated. Montreal should have its autonomy and it should have the right to administer its own affairs for itself." On the following day a meeting at Joliette was addressed by Mr. Tellier with Hon. J. L. Décarie for the Government.

Incidents of the campaign included a press interview with the Hon. C. E. B. de Boucherville, an ex-Premier of 90 years, who hoped to see another Conservative Government in power; addresses in Quebec by Hon. E. J. Flynn, K.C., also a one-time Conservative Premier; the rousing campaign of speeches by L. T. Marechal, K.C., in Chambly who, however, once more failed of election; the attacks by L. H. Boyd, K.C., Conservative candidate in St. Lawrence-Montreal, upon the Tramways Bill of the last Session as a surrender of the City's interests to the Corporation whose President, E. A. Robert, was running in Beauharnois as a Government candidate; the alleged circulation by Conservatives of a letter signed by J. E. Bernier, A. Benard and A. Prefontaine, of the Manitoba Legislature, stating that the French Conservative members of the Ottawa Cabinet had obtained great concessions from the Roblin Government to the local Catholics in School matters; the address in Montreal on Apl. 22nd for C. Ernest Gault by Hon. C. J. Doherty, Minister of Justice at Ottawa; the determined effort of Rev. Father Belanger to defeat Mr. G. Langlois (Liberal) and "advanced" educationalist in Montreal; the statement issued by J. H. Roberts, Secretary of the Dominion (Prohibition) Alliance, on May 14th, stating that "with no party bias whatever the Dominion Alliance has decided to ask men of all parties to sustain the candidates of the Government because it has been a good Temperance Government and therefore deserves the support of all who place emphasis upon temperance and morality." The result of the Election on May 15 was as follows:

Constituency.	Government Candidate.	Opposition Candidate.	Elected.	Politics.
Argenteuil	John Hay	Harry Slater	Harry Slater	Cons.
Arthabaska	Paul Tourigny	A. Gilbert	Paul Tourigny	Lib.
Bagot	F. H. Daigneault	T. Marsil	F. H. Daigneault	"
Beauce	Dr. J. A. Godbout	L. U. Talbot	Dr. J. A. Godbout	"
Beauharnois	E. A. Robert	Arthur Plante	E. A. Robert	"
Bellechasse	A. Galipeault	J. E. Gelly	A. Galipeault	"
Berthier	Joseph Lafontaine	J. O. Gadoury	J. O. Gadoury	Cons.
Bonaventure	J. H. Kelly	A. Beauchesne	J. H. Kelly	Lib.
Brome	W. F. Vilas	F. A. Olmstead	W. F. Vilas	"
Chambly	Dr. E. M. Désaul-niers	L. T. Maréchal	Dr. E. M. Desaul-niers	"

Constituency.	Government Candidate.	Opposition Candidate.	Elected.	Politics.
Champlain	P. C. Neault	J. A. Labissonnière	J. A. Labissonnière	Cons.
Charlevoix-et-Sagneuay	C. Bélanger	P. d'Auteuil	P. d'Auteuil	"
Chateauguay	H. Mercier	H. Desrosiers	H. Mercier	Lib.
Chicoutimi	H. Petit	G. Delisle	H. Petit	"
Compton	N. G. Scott	A. W. Giard	N. G. Scott	"
Dorchester	A. Morisett	G. Hamel	A. Morisset	"
Drummond	L. J. Allard	A. Mercure	L. J. Allard	"
Frontenac	Dr. G. S. Grégoire	E. Roberge	Dr. G. S. Grégoire	"
Gaspé	G. Lemieux	(Acclamation)		"
Huntingdon	W. H. Walker	A. Muir	W. H. Walker	"
Iberville	J. A. Benoit	E. Huot	J. A. Benoit	"
Jacques-Cartier	J. V. A. Geoffrion	P. Cousineau	P. Cousineau	Cons.
Joliette	J. Gadoury	J. M. Tellier	J. M. Tellier	"
Kamouraska	A. Stein	J. Langlais	A. Stein	Lib.
Labelle	H. A. Fortier	C. Langlois	H. A. Fortier	"
Lake St. John	J. B. Carbonneau	G. Verreault	J. B. Carbonneau	"
Laprairie	G. A Simard	E. L. Patenaude	E. L. Patenaude	Cons.
L'Assomption	W. Reed	J. Prévost	W. Reed	Lib.
Laval	J. W. Lévesque	J. O. Renaud	J. W. Lévesque	"
Levis	L. Roy	A. Bernier	A. Bernier	Cons.
L'Islet	J. E. Caron	J. O. Morin	J. O. Morin	"
Lotbinière	J. N. Francoeur	A. Baker	J. N. Francoeur	Lib.
Magdalen Islands	Hon. J. E. Caron	A. Arseneau	Hon. J. E. Caron	"
Maisonneuve	Hon. J. L. Décarie	J. H. Garceau	Hon. J. L. Décarie	"
Maskinongé	R. Tourville	G. Lafontaine	R. Tourville	"
Metane	D. Caron	J. E. Gagnon	D. Caron	"
Mégantic	J. Demers	D. H. Pennington	J. Demers	"
Missisquoi	J. B. Gosselin	F. X. O. Giroux	J. B. Gosselin	"
Montcalm	J. U. O. Lapierre	J. Sylvestre	J. Sylvestre	Cons.
Montmagny	J. E. Masson	A. Lavergne	A. Lavergne	Nat.
Montmorency	Hon. L. A. Taschereau	A. Lavergne	Hon. L. A. Taschereau	Lib.
Montreal—				
Dorion	G. Maynard	C. A. Pariseault	G. Maynard	"
Hochelaga	S. Létourneau	F. Fauteux	S. Létourneau	"
Laurier	N. Turcot	A. Germain	N. Turcot	Lab.
St. Anne	M. J. Walsh	D. Tansey	D. Tansey	Cons.
St. George	A. F. Leggatt	C. E. Gault	C. E. Gault	"
St. James	C. Robillard	L. R. Montbriant	C. Robillard	Lib.
St. Lawrence	J. T. Finnie	L. H. Boyd M. M. Sperber	J. T. Finnie	"
St. Louis	J. E. G. Langlois	C. Bruchési M. Langlois	J. E. G. Langlois	"
St. Mary	N. Séguin	J. A. Beaulieu	N. Séguin	"
Napierville	C. Dorris (Ind. Lib.)	A. Bouchard (Lib.)	C. Dorris	Ind. Lib.
Nicolet	Hon. C. R. Devlin	J. A. Labelle	Hon. C. R. Devlin	Lib.
Ottawa	F. A. Gendron	J. E. Gravelle	F. A. Gendron	"
Pontiac	T. C. Gaboury	G. B. Campbell	G. B. Campbell	Cons.
Portneuf	Sir Lomer Gouin	E. Chassé	Sir Lomer Gouin	Lib.
Quebec	C. F. Delâge	A. Taschereau	C. F. Delâge	"
Quebec Centre	E. Leclerc	R. Langlais	E. Leclerc	"
Quebec East	L. A. Létourneau	A. Huard	L. A. Létourneau	"
Quebec West	Hon. J. C. Kaine	C. Smith	Hon. J. C. Kaine	"
Richelieu	M. L. Péloquin	J. Desjardins	M. L. Péloquin	"
Richmond	Hon. P. S. G. Mackenzie	W. E. McIver	Hon. P. S. G. Mackenzie	"
Rimouski	A. M. Tessier	E. Sasseville	A. M. Tessier	"
Rouville	J. E. Robert	A. Arès	J. E. Robert	"
St. Hyacinthe	T. D. Bouchard	E. Guimont	T. D. Bouchard	"
St. Johns	Sir Lomer Gouin	N. A. Sabourin	Sir Lomer Gouin	"
St. Maurice	G. I. Delisle	J. A. Dufresne	G. I. Delisle	"
St. Sauveur	J. A. Langlois	L. Savard Omer Brunet	J. A. Langlois	"
Shefford	W. S. Bullock	L. P. Bernard	W. S. Bullock	"
Sherbrooke	C. E. Therrien	F. H. Hébert	C. E. Therrien	"
Soulanges	J. O. Mousseau	C. E. Deguire	J. O. Mousseau	"
Stanstead	P. A. Bissonnet	L. A. Gérin	P. A. Bissonnet	"
Temiscamingue	Hon. C. R. Devlin	A. J. Aubin	C. R. Devlin	"
Temiscouata	J. H. Rousseau	J. A. L. Bérubé	J. A. L. Bérubé	Cons.
Terrebonne	J. C. L. de Martigny	Jean Prévost	Jean Prévost	"

Constituency.	Government Candidate.	Opposition Candidate.	Elected.	Politics.
Trois-Rivières..	J. A. Tessier.....	P. N. Martel.....	J. A. Tessier.....	Lib.
Two Mountains.	P. E. Pager.....	A. Sauvé	A. Sauvé	Cons.
Vaudreuil	H. Pilon	C. A. Harwood....	H. Pilon	Lib.
Vercheres	A. Geoffrion	V. Chicoine	A. Geoffrion	"
Westmount	W. Rutherford ...	C. A. Smart.....	C. A. Smart.....	Cons.
Wolfe	B. P. Tanguay....	A. Thibault	B. P. Tanguay....	Lib.
Yamaska	E. Ouellette	A. Fortin	E. Ouellette	"

All the Ministers were re-elected except Mr. Caron who was defeated in L'Islet but elected afterwards in one of the deferred contests, and the Government majority as finally developed was about the same as before—61 to 18 Conservatives and two Independents. The Ministers elected had good majorities—Sir Lomer Gouin in Portneuf running to 1,187 and in St. John's to 386 while Mr. Mackenzie in Richmond had 1,465. A feature of the contest was the Liberal sweep of the one-time English and Conservative Eastern Townships. Of the new Constituencies the Liberals won five; Mr. Lavergne held his own in Montmagny but failed to defeat Mr. Taschereau in Montmorency; of the familiar names in the old House the Conservatives lost Messrs. Plante, D'Auteuil, Girard, Lafontaine, Pennington and Bernard and the Liberals L. Roy, M. J. Walsh and T. G. Gaboury. The Conservatives rejoiced in the victory of Colonel C. A. Smart in Westmount and in Mr. Gault's Montreal majority of 1,159. Mr. Tellier had the small majority of 41 in Joliette and Mr. Prévost carried Terrebonne by 890. Mr. Devlin won in Nicolet by 308 and in Temiscamingue by 211. In Arthabasca Mr. Gilbert, the hope and victor of the Nationalists in 1910 for the Ottawa House was defeated by 370. Mr. E. A. Robert was elected in Beauharnois by 61 majority.

The result was not a surprise in the Province and the press comments were of a party nature. Outside opinion, generally, looked upon it as involving the death of Nationalism; Liberal papers described it as a blow at the Borden Government while the Conservative press declared that the Gouin Government had won because it disassociated itself from Federal issues and Reciprocity. In November L. P. Geoffrion, Clerk of the Crown, reported that 479,523 names had been on the Electoral lists—63,721 more than in 1908—and 291,366 valid ballots were cast. There were six recounts and Sir Lomer Gouin announced in November that he would sit for Portneuf while Mr. Devlin decided to retain his Temiscamingue seat. At a Bye-election in Vercheres on Oct. 16 J. L. Perron, K.C. (Lib.) was elected by acclamation in place of A. Geoffrion who went on the Bench.

The 1st Session of the New Legislative Assembly

The opening of the new Legislature took place on Nov. 5 and Sir Francois Langelier in his Speech from the Throne reviewed the work of the Government in respect to Education, the recent opening of two Normal Schools, the popularity of the new Commercial Academies, and the steady increase in teachers' salaries; mentioned the holding of the French-speaking Congress at Quebec and hoped that its results would advance the solution of certain Educational

problems; referred to the great success of the Child Welfare Exhibition in Montreal, hoped that it would contribute to the lessening of infantile mortality and promised to aid in making its conclusion effective; referred to the appointment of a Commission to inquire into the Liquor Traffic and spoke of increasing Colonization in the Province; promised the opening of new roads into the Abitibi region; mentioned the completion of the Agricultural College at St. Anne de la Pocatière and the popularity of House-keeping schools in the rural districts; stated that the Report of the Commission on Running Waters was ready and that the work of creating better roads was being actively pushed; promised a measure to aid in providing fire protection in small municipalities and referred to the new portion of the Province as follows:

The wealth of our forests, mines and hunting territories in southern Ungava and in the northern sections of the former Province of Quebec is often threatened through the imprudence and wilful neglect of prospectors. The Government will see that all the riches of that region are protected. The Government intends to promote, as is done in certain countries, the establishment of public and private parks where game and fur-bearing animals can multiply.

Mr. Cyrille F. Delâge was unanimously re-elected Speaker of the Assembly and the Address was moved by Auguste Tessier, Rimouski, and seconded by N. G. Scott, Compton. In the short debate which followed Sir Lomer Gouin announced a change in the Good Roads Act. The existing law required those municipalities which wished to take advantage of the Act to pay half the interest charge, amounting to two per cent. the Government paying the Sinking fund and the other two per cent. The Premier now stated that the House would be called upon to authorize the Government to borrow the money directly, as this could be done on better terms than municipalities could obtain, and the latter would pay the two per cent. to the Government instead of to the private financial interests. The general policy of the Government was reviewed and the statement made that the Butter industry alone had brought the farmers of Quebec $10,000,000 in the past year. Mr. J. M. Tellier declared that the Government grants to Normal Schools were too small and that the number of lots granted settlers were decreasing every year. The Good Roads movement would have been more practical had it been placed within the reach of all the tax-payers on the North shore as well as on the South shore of the St. Lawrence. As to the Quebec License Commission Mr. Tellier said that every time the Government had a difficult question to settle they appointed a Commission to think for them. The Address then passed. The Chairmen of Committees in the new House were announced as follows:

Public Accounts	Honoré Mercier.
Agriculture	Hon. J. E. Caron.
Privileges and Elections	J. L. Perron, K.C.
Industries	Paul Tourigny.
Legislation	Sir Lomer Gouin.
Permanent Orders	J. O. Mousseau.
Private Bills	Hon. P. S. G. Mackenzie.
Railways	Hon. J. C. Kaine.

During the Session which followed Compulsory Education formed the topic of an important debate while this proposal and Godfroy Langlois' persistent agitation for the lessening of Church control in education stirred up a certain religious element in the Province. During the year *L'Action Sociale,* the Church organ in the Quebec Archdiocese, had a series of articles attacking "reformers who more or less openly desire to get rid of the Church in school matters." It was claimed that these politicians were constantly trying to slip some subtle paragraph into legislation in order to open the door for more sweeping changes and, in an editorial (Nov. 6) which the Premier quoted in the House, it was declared that: "The Government can count on finding us behind it when it resists the objurgations of those who would make it throw aside its role and transform itself from the benevolent supporter of schools into the odious tyrant of consciences. And the reformers will find us ever on their path if they dare to lift up their voice in the House."

On Nov. 13th the Premier spoke regarding this matter with indignation, described the article as written by Abbé D'Amours and as being one of a series published during the Elections which were as "malicious as they were calumnious" (Montreal *Herald* report). For the honour of the Legislature, the Liberal Party and the people he felt it his duty to denounce them even though written by a Priest. "I belong to the Catholic Church. It is the Church of my ancestors and of my children and I trust that my grand-children will hold to the same faith as is held by the majority of this House." Mr. Lavergne said that an apparent basis for these articles was found in the alleged system of instruction at the School of Higher Commercial Studies. Was that institution Neutral, Catholic or Protestant? As to this Sir Lomer afterwards said (Dec. 10) that the affiliation of the School with Laval would some day take place. To the Premier's remarks *L'Action Sociale* replied with a vigorous rejoinder on Nov. 15th and charged the Premier with shirking the issue. "The Radical group in the Liberal party has already received more concessions than are desirable."

There was some important legislation during the Session. In the amendments to the Good Roads Act presented by Hon. Mr. Caron the Provincial Treasurer was authorized to contract such loans as might be required to carry out the purposes of the Act but the said loans were not to exceed the sum of $10,000,000, at a rate of interest of not more than 4½ per cent. The Bill provided that those municipalities which took advantage of the Act should pay an interest charge of two per cent. on the sum of money supplied by the Government but that the Provincial Government and not the municipalities would borrow the necessary funds, which could thus be done under better conditions. The usual controversial Montreal legislation was presented, discussed, amended and finally passed. The most important Clause of the new Bill enlarged the powers of the Board of Control and alleviated a friction between that body and the Council which had sometimes paralyzed the Civic administration. To the Premier was

due, chiefly, the merit of pressing through this portion of the Bill. Another measure subsidized the North Railway Company for building the promised Line to James Bay:

That there will be granted to the North Railway Company, in lieu of the Subsidy, granted by Sub-section hh. of Section 1 of the Act 2, George V., Chapter 5, to aid it to build a railway from a point in or near the City of Montreal to James Bay, a subsidy of 8,000 acres of land per mile, not convertible into money, for the section extending from Montreal to or near the 837th mile west of Moncton on the National Transcontinental Railway and 10,000 acres of land per mile, not convertible into money, for the section from the said point on the National Transcontinental Railway to a port on James Bay, for a total length of not more than 550 miles.

The Hon. L. A. Taschereau, in presenting the Bill, said the Company would have to begin building within six months and he believed would do it. The Company were granted mines and minerals on one-fifth of these lands—to be selected within 5 years and subject to 25 per cent. of the net profits of working being payable to the Government. Another Government measure reduced the taxes on commercial and industrial Corporations to one-tenth of one per cent. on the paid up capital *plus* $30 (instead of $50) for each office or place of business in the Cities of Montreal and Quebec and $15 (instead of $20) for each place elsewhere in the Province. By a new Act the Quebec Bureau of Statistics was established to collect and publish information respecting the chief interests and resources of the Province; the law respecting motor vehicles was revised, so as to make the employer as well as the driver—if the former was in the vehicle—liable to conviction for any infraction of the law and a clause was added forbidding the passing of a street-car when the latter was stationary; the regulations respecting Moving Pictures were amended by providing for a Board of Censors to examine and pass upon all films used in the Province; another measure provided for the appointment of a Provincial Fire Commission which was empowered to hold inquiry into every fire which had destroyed property and to give authority to Chiefs of Fire Departments in the Cities to enter and deal with any building which was assumed to be dangerous.

Considerable discussion took place over the long-term franchises granted by the Parish of St. Laurent and the infant town of Mont Royal—the future creation of Canadian Northern Railway work—to the Montreal Tramways Company and the Montreal Public Service Corporation. The Government passed a measure extending the powers of the Montreal Juvenile Court over neglected or ill-treated or vicious children and authorizing it, in certain conditions, to place such a child in an Industrial Home. The National Hydro-Electric Company obtained certain powers with the provision that permission of municipalities concerned must first be obtained for its use of their streets. Mr. Devlin's measure amending the Game laws forbade the killing of beaver from Apl. 1st, 1913, to Nov. 1, 1917. Another Bill regulated the Trust Companies which were increasing greatly in number. Under the old law considerable latitude had been given them in their

charters, but by the new Act their powers were largely restricted and they were also made subject to Government supervision and inspection. Financial interests objected but the Montreal Board of Trade approved the measure as finally passed. The Charter of the St. Jean Baptiste Society of Montreal was changed so as to prefix the word "National" to its title with the following statement of aim: "The Union, from a national standpoint, of French-speaking Canadians and of French-speaking foreigners who are naturalized Canadians, or are considered Canadians." The Premier passed a measure constituting Ungava a territory of the Province under the name of New Quebec; another Bill granted additional power to the Commission for the Management of Running Waters; Mont Royal was incorporated as a town. The Legislature was prorogued on Dec. 21st after passing 188 Acts; and on the same day the Members of the Opposition met and presented Mr. Tellier with a handsome clock and various eulogies of his work for the Conservative Party.

Mr. Mackenzie's Two Budget Speeches of 1912

The Hon. P. S. G. Mackenzie, Provincial Treasurer, had the rather unusual experience of delivering two Budget Speeches in this year and in both cases with prosperity as a self-evident factor. On Jan. 25th he showed Ordinary Receipts for the fiscal year ending June 30, 1911, of $7,032,744, total Expenditures of $6,424,900 and a Surplus of $607,844; the expected Receipts for 1911-12 were $6,472,651 the total Expenditures $6,308,424, the estimated Surplus $164,227; estimated Receipts for the succeeding year were $7,133,221, Expenditures $6,755,820 and a probable Surplus of $377,401; stated the Assets of the Province as having increased by $691,797 and the Liabilities decreased by $65,089 leaving the Net Liabilities as $21,009,941; described the Funded Debt of Quebec as $25,545,942 or $115,292 less than on June 30, 1910. The financial year had been the best in the history of the Province and notice had been given of the intention to pay off the 1882 Loan of which $2,493,080 was outstanding. He made the following comparison of Conservative and Liberal financial administration:

> **The total net deficit of the Conservatives from 30 June, 1892, to 30th June, 1897, was $2,035,316 and their average yearly deficit was $339,219 while under the Liberals from 30th June, 1897, to 30th June, 1911, the total net surplus had amounted to $3,908,864 and the average yearly surplus to $279,204. Under the Conservatives on 17th Dec., 1891, the excess of liabilities over assets was $16,468,470 or, per capita, on the last preceding Census $11.06 and on June 30th, 1897, the excess of liabilities over assets had risen to $24,394,691 or per capita $16.38—which gave an increase of $7,926,220, or a per capita increase of $5.32; while under the Liberals, on 30th June, 1911, the excess of liabilities over assets had been reduced to $21,009,941 and the per capita excess to $10.41 which gave a reduction of $3,384,749 in the one and of $5.97 in the other.**

He pointed out that the Receipts had nearly doubled since 1897—Licenses, Succession duties and Corporation taxes being chiefly responsible. The expenditures upon Agriculture and Education had increased proportionably. During the past year the extraordinary

expenditures upon various Public Works had been $298,065 leaving a Net Surplus of $607,644. Upon the matter of Dominion subsidies the Treasurer had this to say: "The Dominion subsidy to the Province of Quebec, based on population, and the special allowance until the 30th June, 1907, were annually $959,252—the Subsidy being based on the Census of 1861. Thanks to the persistent efforts and far-seeing statesmanship of the Prime Minister, in leading the successful demand made by the Provinces for a modification and readjustment of the British North America Act, from the 30th June, 1907, when the change went into force, this Subsidy and Allowances were increased to $1,559,118 or an augmentation of $599,865. For the next ten years the amount would be $1,844,244 per annum or an increase of $285,125 per annum, or a total of $884,991 more than was received per annum prior to the 30th June, 1907." The Treasurer dealt with various matters of Government policy; expressed gratification that the new Government at Ottawa had accepted the intention of the Laurier Administration and allowed the Province its $250,000 expenditure on the collapsed Quebec Bridge; stated that since the restrictive Pulp-wood regulations had come into force there had been a marked activity in the lumber and pulp business, with several new pulp and paper industries created by the expenditure of many millions of capital; pointed to the increase in Succession duties which gave the Province in 1910-11 $1,072,027 and to the License returns which gave a total of $938,664.

As to the latter: "It does not appear that the early closing law, which came into force on 1st May, 1911, has effected a diminution of the revenue. The increase has taken place also despite the fact that the number of municipalities granting licenses are being diminished, and the number of licenses are decreasing. Active measures have been taken during the whole year to enforce the provisions of the law and to bring to justice all offenders." The proposed abolition of toll-gates was referred to and the Road policy of the Government dealt with at length. Mr. Mackenzie announced that the revenue derived from Automobile taxes would be appropriated towards paying *pro tanto* the Sinking Fund and interest on the loans undertaken by the municipalities and guaranteed by the Government in connection with the Good Roads Act. Indirect Liabilities were described and the items may be summarized as follows: Montreal and Western Railway, $448,000; Protestant Hospital for Insane, Montreal, $325,000; Beauport and Longue Pointe Lunatic Asylums, $590,000; Hull Court House debentures, $72,500; School for Higher Commercial Studies, $500,000; Montreal Technical School, $775,000; Quebec Technical School, $300,000; City of Three Rivers, $400,000. "With regard to most of the institutions mentioned the Government holds a first mortgage on the properties as security for the guarantee given." The debate on the Budget was brief. Mr. J. M. Tellier, Opposition Leader, claimed that Subsidies to Railways were not included in the Liabilities and yet in the Public Accounts were entered as being now payable by the Province. Neither did they con-

tain the sums borrowed for the construction of the Technical Schools at Montreal and Quebec and the School of Higher Commercial Studies. With these sums deducted the Liabilities had only been reduced by $39,874 since 1897. Nevertheless the Liberal party had had at its disposition in order to obtain this pitiful result resources of revenue which the Conservative Governments never knew, namely: Direct taxes $1,500,000 more than their predecessors; Federal subsidy $600,000 more annually; sale of timber limits $2,361,378. Messrs. Prévost, Bourassa and Taschereau also spoke. On Mch. 22nd an Opposition Resolution censuring the Government for extravagance in respect to the construction of the Commercial Studies and Technical Schools was rejected by 38 to 10 and, on Apl. 1st, another long Resolution was moved and rejected by 37 to 12 of which the following was the chief clause:

Whereas the excess of the Liabilities over the Assets would not be merely $21,009,941 but would be much higher if the Treasurer included among the direct liabilities of the Province what is really owing for subsidies to different Railway Companies, as well as the amount of $1,775,000 borrowed for the construction of the Quebec Technical School, the Montreal Technical School and the School of Higher Commercial Studies: This House deems it its duty to protest against the methods of the Government and requests it to insert under the head of Liabilities all that the Province really owes, in order that the public may be properly informed and that the taxpayers may not be led into error regarding the true situation of the public finances.

On July 1st and for the first time in the history of the Province of Quebec the maturing debentures of a Loan were duly extinguished from the available sources of the Provincial revenue—the balance of the 1882, 5 per cent., Loan of the Chapleau Government. Meantime in the House on Feb. 9 Mr. Mackenzie stated, in answer to a question, that the direct taxes and contributions paid by Montreal were $2,507,536 and by the rest of the Province $1,013,351; and on May 5 the Province won a Succession duty case in the Superior Court against the estate of the late Sir R. G. Reid which added $100,000 to the revenue—the question turning upon the fact of certain bonds, etc., being situated or payable in the Province. In his second Budget speech—new Legislature, Nov. 18—Mr. Mackenzie was able to point to a buoyant and increasing revenue and to a further reduction in the Provincial Debt. Reference was first made to the disturbing and depressing influence of the Balkan War upon the price of high-class securities and upon general financial conditions. "Under these unfavourable conditions, it was fortunate indeed that this Government was not obliged to place on the market any of the loans it had been authorized to make and that the resources of the revenue from accumulated surpluses were sufficient, at the time, to enable it to meet and to pay in cash on the first of July last the balance of the loan of 1882, viz., $2,405,580."

The Ordinary Receipts for the year ending June 30, 1912, were then stated at $8,070,109, the Ordinary Expenditures at $7,022,796 and the Surplus at $1,047,312; the extraordinary expenditure was,

however, $363,883 leaving a net Surplus of $683,428. The Treasurer stated that on June 30, 1912, the excess of Liabilities over Assets was $19,885,069 or a decrease from the previous year of $1,124,872; that the outstanding Funded Debt was $25,341,157 or a reduction of $204,834; that the Surplus of Assets over the unfunded Debt was $4,284,712 or $885,298 better than last year and included Cash in Banks of $3,000,619; that the estimated Ordinary Receipts for 1913-14 were $7,403,211 and the combined Ordinary and Extraordinary expenditures $7,046,642 or an estimated net Surplus of $356,563.

As to details Mr. Mackenzie reported an increase of $586,678 in Succession duties over his estimates and a similar increase of $248,458 in Lands and Forests revenue. A small increase in License fees was announced despite the spread of the Temperance movement, the refusal of many municipalities to allow licenses to be issued, the increased severity in the administration of the law, and the repressive efforts generally throughout the Province in response to the heavy demands made on the Government by religious and civil authorities. The matter of British Trustee investments in Provincial stocks or debentures was dealt with at length. The inscribed stocks of the Provinces of Canada were eligible for registration under the Colonial Stock Act of 1877, and amending Acts; but in view of the uncertainty that had arisen as to the true definition of the word "Colony" and some recent rulings of the British Courts, it seemed clear that the Canadian Provinces were not regarded in law as Colonies or Dependencies and executors or trustees could not therefore invest in their stocks—even when specifically authorized to invest in the stocks of any British colony or dependency. The subject was of special importance at this time when the new British Insurance Act involved an investment of money running, possibly, as high as £20,000,000. The estimated Receipts for 1913-14 were $7,403,211 and Expenditures $7,054,276. The following table gives (1) the chief items in the Provincial Receipts during five years and (2) the chief Expenditures in the same period:

Receipts.	1907-08.	1908-09.	1909-10.	1910-11.	1911-12.
Dominion of Canada.	$1,866,697	$1,813,039	$1,781,972	$1,761,473	$2,053,176
Lands and Forests..	1,109,199	1,041,226	1,150,747	1,229,928	1,658,457
Fisheries and Game.	99,506	99,792	110,345	107,803	116,080
Licenses	893,022	876,553	871,448	983,664	903,737
Taxes on Commercial Corporations, etc..	565,591	653,341	688,152	712,118	776,542
Duties on Successions.	620,916	634,445	838,334	1,072,027	1,226,678
Cash on hand at 1st July of each year.	706,187	1,693,235	1,746,771	2,224,377	2,532,186

Expenditures.	1907-08.	1908-09.	1909-10.	1910-11.	1911-12.
Public Debt.....	$1,257,859	$1,198,115	$1,125,129	$1,123,021	$1,131,991
Legislation	299,031	340,960	328,772	349,457	445,256
Civil Government....	337,642	353,715	408,184	447,696	491,967
Administration of Justice	700,387	793,547	805,880	834,642	892,926
Public Instruction (including Night Schools)	561,960	737,600	783,592	969,390	1,177,233
Agriculture	228,210	286,026	317,300	400,247	883,664
Colonization	146,000	221,000	176,000	221,786	234,272
Public Works and Buildings	206,160	240,492	323,927	454,923	555,095
Lunatic Asylums....	431,062	438,325	468,325	525,330	515,025
Lands and Forests..	263,758	272,532	273,150	289,275	316,455

Mr. C. Ernest Gault was the first Opposition critic of the Budget and laid special stress upon the matter described in the following Resolution—which was beaten by 47 to 15: "In consenting to vote the subsidies to His Majesty, this House regrets that the Government has since April 3, 1912, issued special warrants for the sum of $696,970 and spent, without the authorization of Parliament, the sum of $670,002." Mr. Tellier's chief point was as follows: "The Prime Minister and his followers, when in Opposition, considered that it was criminal and odious to raise nearly half a million dollars of taxes on Commercial corporations, Municipalities and Successions while to-day they realize $776,542 on Commercial corporations; $1,226,678 on Successions; $49,026 on Automobiles; $19,719 on Insurance companies; $68,845 on Municipal and other bonds and $216,803 on Registration Acts." Hon. L. A. Teschereau and Hon. C. R. Devlin defended the Government's position.

The French Language Congress of 1912 at Quebec

This important gathering—the first of its kind in America—was held in the City of Quebec during the week of June 24th with about 1,000 Delegates in attendance from all over Canada and from many parts of the United States—wherever, in fact, the French language was spoken on the Continent. France, or the French Academy, sent a special Delegate in the person of M. Etienne Lamy, the historian; Louisiana, the home of expatriated Acadians, sent a large representation; the original Acadie and present Nova Scotia, the French of Western Canada and of Northern and Eastern Ontario, were well represented. The Congress had been called to study questions relating to the preservation, the defence, and the culture of the French language in Canada and in French centres of the United States and also to study new questions arising out of local conditions surrounding the language and to take note of the development of French-Canadian literature.

It was stated in the formal description of objects, etc., that the English of the Province of Quebec were enlarging the programme of the study of French in all their schools so that it behooved French-Canadians to find out how it was being taught in their own schools, how it was cultivated at the family fireside, and in society. French-Canadians in Quebec were, in this respect, said to be the guardians of the rights of New France, heirs to its traditions, custodians of a national heritage. Acadians were described as people of sorrow, whom neither isolation nor persecution could destroy and who preserved in misfortune their faith and their language. The French-Canadians of Ontario were peaceful conquerors who fought with courage for their rights and who must encounter still greater difficulties. .The French-Canadians of Manitoba and the West were pioneers of French culture who had endowed a new land with the blessings of an old language. The French-Canadians and Acadians of the United States were emigrants who remained faithful to the language of their forefathers. To all of them, the Congress should, therefore, appeal.

The Hon. Presidents of the Congress were Mgr. Bégin, Archbishop of Quebec; Mgr. Bruchési, Archbishop of Montreal; Mgr. Langevin, Archbishop of St. Boniface; Mgr. Gauthier, Archbishop of Kingston; Sir Wilfrid Laurier, Sir Francois Langelier, Sir Lomer Gouin and the Rector of Laval University. The Hon. Vice-Presidents included the French-Canadian members of various Provincial Cabinets in Canada—Messrs. Réaume, Landry, Turgeon and Gallant—P. E. Lessard, M.L.A., of Edmonton, Sir A. B. Routhier, the Governor of Rhode Island, U. S., and others. Mgr. Paul Eugene Roy of Quebec presided and the Vice-Presidents were Hon. N. A. Belcourt, Ottawa, Hon. Thomas Chapais, Quebec, and Hon. P. A. Landry, St. John. The Congress was divided into three Sections—Scientific, Pedagogical and Literary; it met in Laval University and a multitude of papers upon most varied subjects were read; in the evenings public meetings were held at which popular and current topics were dealt with by various prominent French-Canadians. The Congress was opened in the Drill-hall, Quebec, on June 24 with about 3,000 people present. The decorations were profuse and about the Hall were many mottoes such as "The language is the soul of a nation"; "Language should be considered one of the most sacred privileges of a people"; "England our Faith, France our heart"; "The sincere expression of loyalty is sincere in all languages." On the platform were the Papal Delegate, Mgr. Stagni, Archbishops Langevin, Bruchési and Bégin and a dozen Bishops of the Roman Catholic Church; Sir Francois Langelier, Lieutenant-Governor, represented, also, the Governor-General; while Sir Wilfrid Laurier and the Quebec Premier were also present.

Mgr. Roy opened the Congress in the name of 3,000,000 French-Canadians and read messages from Frenchmen and French-Canadians in many countries. To the gathering he made the statement that "this Congress is the expression of our national conscience. We are acclaiming the indestructible will of a race which wishes to live." Sir F. Langelier, Mgr. Stagni, Mgr. Bégin, C. E. Bonin, French Consul-General, spoke and Sir Lomer Gouin welcomed the Delegates to the Province. The Premier spoke highly of the services rendered by the French clergy to the people of Quebec and said that the latter had no better friends. Although the French-Canadians of Quebec had, many of them, learnt English, yet they had in no case forgotten their own tongue. Archbishop Langevin of St. Boniface, Man., made a vigorous speech. The 3,000,000 French-Canadians of the Continent should, he declared, form a great union for the protection of their common rights and common religion. "This Union would be no menace to the people of the other races. Let them do similarly if they so wish. But the best way to have peace is to be prepared for war, and if other excuse is needed we all belong to the Church millitant." As to which last point he added, at the conclusion of his address, "if we have remained French it is because we have remained Catholic. It is by guarding our religion that we guard our race." Of the French-Canadians in Ontario His Grace said, according to the Montreal *Herald* report: "They have nothing to discuss,

nothing to plead; they are simply men who guard their rights and who say with a pride truly French and a determination truly British: 'What we have we'll hold.'" French-Canadians were at home in Canada "wherever the British flag carries in its folds our sacred rights and the traces of our blood. We swear to it faith and fidelity; but we demand in return the protection of our liberties."

On the next day cablegrams were sent to H.M. the King, to His Holiness the Pope; and to the French Academy at Paris as "the secular guardian of the speech of our Fathers." To the King it was stated that: "Assembled at Quebec the members of the first Congress of the French Language in Canada are happy to offer to His Majesty the homage of their respectful attachments to his person and of the undying loyalty which every subject of the French language in Canada guarantees toward the British Crown." To the Pope was expressed "filial submission to his Apostolic authority." No direct message was sent to the French Republic. Following this came a ceremony in which M. Etienne Lamy, Abbé Tellier de Ponceville and Gustave Zidler, the Poet, were given the Hon. degree of Doctor of Literature at Laval. There were several important addresses during this day. In his speech Sir Joseph Dubuc said: "The French language is, with the Catholic religion and the love of our country, the most sacred heritage which we have received from our forefathers. To conserve our Mother-tongue is for us a question of to be, or not to be, nationally distinct. Nevertheless we are loyal. I am happy to be the interpreter of the feelings of my compatriots in saying that the French-Canadians are as much attached to the British flag as were their fathers who defended it against the revolt of New England."

Dr. Réaume, of Ontario, urged the teaching of French to all their children; Abbé Quinn made an Irish speech, although brought up as a French-Canadian, and urged Irishmen in Quebec to be more just to the Catholics of French origin; M. Lamy paid a most eloquent tribute to Canada as separated from France before France was separated from her past—"Thou, that hast cherished the abundance of our ancestral traditions; Canada, land of constancy that hast strengthened the wisdom of thy customs and thy laws on thy Catholic faith"—and, at the same time, he urged the practical, intellectual, business and Imperial value of being a bi-lingual nation; Abbé Groulx, of Valleyfield College, treated the traditions of French literature in Canada. "Let French-Canadians," he said, "keep their distinctive spirit to make it a living factor in the works of the future, with the virtues of their faith and the value of their tongue. Then their brothers of France would testify that they remained always the sentinel of France, that the country they had failed to aid a century and a half ago still stood weapon in arm on the old Rock of Quebec ever ready to launch, without desertion and without weariness, the cry of the watchman 'France herself is here.'" Sir A. B. Routhier, as the author of "O Canada," received an ovation from the Congress.

Senator Paschal Poirier from New Brunswick introduced a different note into his speech on the 26th—one of criticism and alarm.

"Our influence in the high councils of Parliament," he said, "is not what it was. In the public domain we have stupidly allowed the strangers who have been pouring into the country to take away from us the Province of Manitoba, our own Manitoba, without being aware of what was taking place until it was too late. The best places, the most important positions, have been taken away from us. Who are the men who are carrying away the honours in science and literature? They are the graduates of the Protestant Schools of the United States and Canada. In the domain of literature the old names are not being replaced though they can never be surpassed. In the domain of science it is the same." Senator Belcourt followed in an important and vigorous speech and urged the appointment of a permanent Committee to advise on financial and other steps and to help maintain the French tongue in Ontario.

Archbishop Bruchési declared that a *patois* did not exist in Montreal. Anglicisms and slang should, however, be eliminated from the language wherever used. "We never think of imposing our tongue on any one but we preserve it as a natural right by the constitution which governs us and which guarantees its usage. The British flag protects it as it protects our religion, our churches and our priests. Long live the British flag, but long live, too, the French language." On June 27 Mgr. O. E. Mathieu, C.M.G., Bishop of Regina, suggested that not only should the French-Canadians of the Province of Quebec or the United States be directed towards Western Canada, but also that the latter be grouped in French centres so as to allow of their tongue and faith being preserved, and to avoid danger from their proximity to other religions and nationalities.

On the 28th Henri Bourassa arrived from Europe, entered the Congress amidst spectacular conditions, knelt to various ecclesiastics on the platform and then delivered one of his typical speeches. It was a frank and eloquent plea for the propagation of the language throughout Canada based (1) upon its necessity as a preservative of the race, and (2) its value in maintaining Canada apart from the United States. As to the latter point he was emphatic: "The maintenance and propagation of the French language in every Province of Canada is the sole means by which the Confederation can be preserved or the people protected from the evil influence, moral and political, of Americanism. The Confederation will not remain except in the measure that the equality of language and race is recognized. . . . At present the French-Canadians love British institutions, but the moment you destroy their identity by destroying their language, the majority will rather throw in their lot with the million and a half French-Canadians in the United States than remain under British government."*

A stormy incident occurred on June 29th when Paul Leduc and Senator P. A. Choquette endeavoured to present a long Resolution denouncing Bishop Fallon of London, Ont., for an alleged order to the Priests of his Diocese forbidding their attendance at the Congress.

* NOTE.—Montreal *Herald* report, June 29th.

Neither the President nor the Congress would allow the motion to be put nor would the Delegates hear the Senator speak to it. A similar result followed Mr. Choquette's effort to add the names of a representative of the Government and the City of Quebec to the Permanent Committee. The Congress saw a possible introduction of polities and voted the suggestion down unanimously. The recommendations of various Committees were endorsed (1) as to the encouragement of national French language Associations in preference to any others; (2) the celebration of St. Jean Baptiste Day in every French-Canadian centre; (3) the union of all the French Associations of America; (4) banning the publication of improper photographic literature; (5) urging the encouragement of the study of Canadian history and publication of books on the subject; and (6) approving the creation of a Permanent Committee of the Congress.

Other incidents of the Congress included a report that the Lavergne law, enforcing the printing of Railway tickets, etc., in both languages, was working satisfactorily; the brilliant illuminations and decorations of the building and City in honour of the event; the large, fashionable, and deeply-interested character of the audiences; the applause given at the opening of each meeting by an up-springing throng to the air of "God Save the King"; the appreciation shown to poetry and poetic quotations and the length of the Essays read to really attentive audiences upon an infinite variety of questions. Amongst these subjects were the traditions of French literature in Canada; the economic and political situation of French-Canadians in the United States; the exercise of the recognized rights of the French language in Canada; the French of Louisiana; the position of the Acadians; the Catholic Church and problems of the national language; the mission of the French language in the United States; the French language and the future of the race; the French language in Ontario; the language as the guardian of faith, traditions, and nationality, and so on. A Permanent Committee was appointed representing in equal proportions Canada, New England and Louisiana. The following were the Canadians: Hon. A. E. Arsenault, Summerside; Rev. A. F. Auclair, O.M.I., Duck Lake, Sask.; M. l'Abbé Elie Auclair, Dr. G. H. Basil and Edouard Montpetit of Montreal; Hon. N. A. Belcourt, C. S. O. Boudreault and Rev. Charles Charlebois, O.M.I., of Ottawa; Hon. Thomas Chapais, M.L.C., Amédée Denault, M. l'Abbé P. J. Fillion, J. E. Prince, Adjutor Rivard, Mgr. P. E. Roy, M. l'Abbé Camille Roy, of Quebec; M. l'Abbé Emile Chartier, St. Hyacinthe; M. l'Abbé Emile Cloutier, Three Rivers; Sir Joseph Dubue, Winnipeg; Lavin Girroir, Antigonish, N.S.; Dr. Fortunat Lachance, St. Bonifaee, Man.; Hon. P. A. Landry and Hon. A. D. Richard, Dorchester, N.B.; M. l'Abbé J. A. Ouellette, Edmonton, Alta.; Hon. L. A. Prud'homme, St. Bonifaee, Man.; Hon. J. O. Réaume, Toronto; Hon. W. F. A. Turgeon, Regina, Sask.

The Congress adjourned on June 29th after passing various Resolutions emphasizing the rights of French-Canadians to their Mother tongue. One of these stated that when Canada was ceded to Eng-

land in 1763 French-Canadians were a distinct nationality; that in 1867 the positive right of language equality was secured for all the Provinces and also of other Provinces to be formed; and that to attack this right was to violate the spirit of the Constitution. "The names of the most valiant apostles and defenders of our language in this country should be piously preserved and a Committee of men versed in the law should be appointed to watch legislation touching the rights of language." As to Bi-lingual education the Congress expressed itself clearly. It declared that "Bi-lingual teaching should be considered everywhere as an element of superiority in our system of instruction"; that as "Canada is an Anglo-French Confederation, in which the two languages have equal rights in the Federal constitution, numerous advantages must result from the cultivation of the two official languages of the country"; that it was necessary for one of the two races to learn the other's language in order to facilitate relations between compatriots of different nationality; that wherever sufficiently important groups of French-Canadians or Acadians are found authority should be given for the organization of Bi-lingual Schools on a rational plan—"the foundation of the system to be knowledge of the French language which should be the medium for teaching the different subjects of the syllabus"; that a Bi-lingual Normal school should be established, if possible, in each Province; that the French-Canadians of Alberta and Saskatchewan "should not be content with half-an-hour of French in the Schools but see that a Primary course in French be also given"; that the French press of America should "protest against the reduction of French in the primary schools of Ontario and against the double inspection by English and French-Canadian inspectors."

Education in Quebec: Temperance Matters and the License Commission

One of the most important subjects in connection with Quebec is that of Education. Bound up with it are the inevitable questions of Church and State, race and religion. There has been and is a tendency on the one side to deprecate conditions and a system which are largely controlled and guided by the Roman Catholic Church; on the other there is the natural contention that the system suits the needs and requirements and highest welfare of the people. The Gouin Government had, meantime, been steadily increasing its grants to Education and promoting progress in every immediately practical direction. Speaking in the House on Nov. 27 Sir Lomer Gouin proclaimed his belief that the existing system was superior to that of any other Province and adduced various figures to prove the contention. Quebec's population in 1911 was 2,002,712 and the number of children inscribed in the schools was 385,057, or 19 per cent.; Ontario's population was, in 1911, 2,523,274 and the number of children inscribed in the schools was 459,145, or 18 per cent. As to average School attendance his comparison showed Saskatchewan 43·06 per cent. in rural schools; Ontario 60·84 per cent. in all schools; Nova Scotia, 64·03 per cent.; New Brunswick 69·34 per cent.; British Columbia 71·27 per cent. in all schools. In Quebec 73·82

per cent. were in Elementary Schools, 81·85 per cent. in Model Schools, 84·82 per cent. in Academies, or an average of 77·53 per cent. in all schools.

From the Protestant standpoint the Toronto *Globe* of Feb. 24 had a most pessimistic review of conditions by its Special correspondent in Montreal dealing with what was described as the necessity for compulsory education and uniform text-books, Normal School and non-clerical certificates for teachers, and the creation of a better primary system. This was, also, the view of Godfroy Langlois, M.L.A., the representative of a small minority in his own faith and party but a vigorous, outstanding advocate of what he considered necessary reforms. His paper *Le Pays* advocated these opinions though in a sometimes guarded manner and, on June 9th, a *Mandement* was read in the churches of Montreal from Archbishop Bruchési warning the people against the religious and educational views of this journal and stating that if its tone was not completely changed he would have to take the strongest measures. On the 16th M. Langlois replied by reiterating his intention to fight for his views:

> *Le Pays* affirms in the most categorical manner that on no occasion has it failed in its respect for the Church, for its dogmas, for its discipline and for all those who constitute the depository of its authority—using the terms of the Episcopal document. . . . The creation of a Department of Public Instruction, free and compulsory education and the uniformity of school books are certainly not questions that affect any religious belief or dogma. It is not our intention to recede one inch in our educational campaign. . . . Our paper will continue to be, as in the past, a fighting organ, a pioneer of live Liberalism, a soldier of the firing line.

The matter of free school books, locally, was debated by the Catholic School Committee in Montreal on June 11th when the Chairman, Mgr. Emile Roy, vigorously opposed the suggestion as leading to uniformity of text-books and the gradual exclusion of religious instruction. In this view he was supported by J. N. Perrault, Director-General. Mr. Langlois replied to this, and some harsher statements in the press, on Nov. 7th, saying that the appointment of a special Minister was essential in order to give life to the Department, uniformity of text-books necessary to ensure cheaper education and compulsory attendance essential to avoid truancy and illiteracy. On Nov. 12 Dr. J. T. Finnie, seconded by Mr. Langlois, presented in the Legislature his measure making the attendance of Protestant children at school, between the ages of seven and thirteen, compulsory.

On the 2nd reading (Nov. 26) a heated debate took place. Dr. Finnie, in speaking, gave due credit to the Government for what it was doing. "I claim, however, that there is something lacking in the present system to secure the best results. While a large percentage of our children go to school, more or less, they are unfit to pass the examinations expected and leave school knowing little or nothing of arithmetic, geography, etc.; in fact, they are only one degree above illiteracy." He produced a long list of Provinces and countries which had adopted this principle. The Hon. P. S. G. Mackenzie replied and

claimed that the Protestant children could not be compelled to do a thing which Catholic children were free to do or not do as they liked; that education was progressive in the Province with an expenditure increasing from $538,549 in 1906-7 to $1,373,355 in 1911-12; that this proposal would also mean schools free from fees and free text-books or a yearly revenue loss of $102,516 and an additional cost of $200,000; that if the principle of the Bill was extended to the Roman Catholic schools the cost would be about eight times these amounts. There was no mandate either from the people of the cities, or the rural parts, to place such additional burden upon them or to take the money from the public exchequer.

Mr. Langlois spoke in favour of the measure and declared that the 250,000 English-speaking people of the Province outweighed in energy, industry and capacity the 1,500,000 French-Canadians and that the cause of this was lack of education. Sir Lomer Gouin told the Members to vote on the Bill as they wished though, he pointed out, the measure was not demanded by the public, the people had not been consulted, it dealt with only a small portion of the general issue, and only one of the four Protestant members of the House was publicly favourable. He declared that the Province of Quebec would stand favourable comparison with the population of any country in point of intelligence and education. The Bill did not deal with poor salaries paid to teachers, neither did it concern poor school buildings. The statistics, elsewhere quoted, were then given and the Premier concluded as follows:

> **I have visited all the Provinces of the Dominion and I can safely say that we in Quebec are far ahead in educational facilities of our sister Provinces. Where can we find Universities which can compare with McGill and Laval? Show me educational institutions equal to our primary schools, to our five hundred convents, to the two hundred schools conducted by Christian Brothers; to the Polytechnical School in Montreal; to the Technical Schools in Montreal and Quebec; to the Agricultural Colleges; to our Dairy Schools, our Normal Schools, of which there are thirteen—a larger number than in all the other parts of the Dominion—and yet we have not compulsory education!**

Mr. Tellier, Opposition Leader, agreed in the main with the Premier. "Looking over the figures which are given in the Report of the Superintendent of Public Instruction, I find in average school attendance that we are far ahead of the other Provinces. Is compulsory education necessary in our case?" Mr. Tellier proceeded to describe the sacrifices which a great number of the people of the Province were imposing upon themselves to provide schools and teachers for their children. They certainly did not need this law. By a vote of 59 to 10 the Legislature then voted down an amendment proposed by Col. C. A. Smart and D. Tansey (Conservatives) declaring that "the Government should be requested to refer the whole subject to the Council of Public Instruction with the request that they study and report on it to this House at as early a date as possible." The House

then voted against the 2nd reading by 62 to 6—the latter including Messrs. Finnie, Tansey, Langlois, Smart, N. G. Scott and Harry Slater. In speaking to the Montreal branch of the British Institute of Journalists on Dec. 1st, Mr. Langlois advocated not only the appointment of a Provincial Minister of Education but, according to *The Herald* report, favoured a Federal Department of Education at Ottawa similar to that at Washington.

A much-discussed educational matter came to a head in 1912 in connection with the College of Ste. Marie de Monnoir at St. John's. This College was once located at Marieville, but that place was side-tracked by the Railways and, later on, the building itself was burned. It was then decided by the Priests who had administered the College to rebuild at St. John's where, it was hoped, they might continue to attract students from Canada and the United States. They asked permission of the Bishop of Ste. Hyacinthe to do so, he refused the request and, on appeal, the Holy See confirmed the refusal. In 1909, however, the Priests proceeded to transfer their institution to St. John's and defied the sentence of suspension which Bishop Bernard had then pronounced. This suspension was afterwards withdrawn in view of an expected submission to the judgment of the Apostolic Delegate.

On Apl. 2, 1912, the latter ordered the Priests to leave St. John's absolutely at the end of the School-year 1911-12. They refused to submit to this command and a decree of suspension was issued (May 13) by the Papal Delegate. Meanwhile, at the early Legislative Session of 1912, and with the approval of Archbishop Bruchési, a new College of St. John had been incorporated and on July 7th a *Mandement* from the Archbishop of Montreal was read in all his churches announcing the suppression of the original College and stating that the long dispute over this matter had become a painful scandal. The Archbishop added that he did not believe the Professors of the College would longer continue to disregard the orders of the Holy See. If they did so any parents sending their children to the institution would in future be guilty of a grievous sin. A week later the Bishop of Ste. Hyacinthe followed with a formal interdiction and pastoral reviewing the situation and forbidding all parents to send their children to the College.

Then followed a public campaign led by Mr. Justice D. Monet of Iberville on behalf of the College and the Priests and without much apparent respect for the authority of the Church. He addressed a mass-meeting at St. John's on July 16 with another appeal to Rome as the basis of his argument and his denunciations of the Ecclesiastics concerned. The French press disapproved strongly of his action and even Mr. Bourassa in *Le Devoir* said: "No matter what may be the nature of the case or motives actuating Judge Monet, it is inadmissible for a Catholic addressing a public meeting to deal in such a manner with the decisions rendered by two Prelates in the exercise of their disciplinary authority. It is likewise inadmissible for a Judge,

and more especially a Catholic Judge, to hold up to ridicule the judgments of Ecclesiastical tribunals." A Petition had been sent to Rome on July 11th; on the 18th by Order of the Sacred Congregation and the Pope the collective suspension was made permanent. It was announced on Aug. 26 that the Priests had submitted, the individual suspension against them was eventually lifted, the College closed and the Priests scattered throughout various parts of Quebec. At St. John's on Sept. 8th, however, Judge Monet returned to the subject and fiercely attacked the Bishop and Archbishop while the City Council passed a Resolution of thanks to the Monnoir priests for their local services.

Incidents of the year included the obvious difficulty of small English-speaking and Protestant communities keeping up their schools amid an overwhelming French environment and the statement by Rev. J. A. Macfarlane at Montreal on Mch. 13th that of 700 Protestant rural schools 500 were not open ten months in the year, that many of these were inefficient, and that of 800 teachers more than half had no certificates while at least 300 were not only uncertificated but unqualified; the organization by the Protestant Committee of Public Instruction of a campaign to interest the people in the subject with meetings at Inverness and Shawville on Aug. 13th, Richmond and Lachute on the 14th, Cowansville and Ayer's Cliff on the 15th and Cookshire on the 16th; the statement of Hon. S. A. Fisher and Dr. G. W. Parmelee to the Protestant Committee on Sept. 27th as to their addresses at many points in this connection during a period of three months with, it was hoped, good results for school consolidation and uniform text-books; the decision by the Protestant Committee on Nov. 29th to adopt a system of uniform text-books to become effective in 1914; the severe attacks upon specific elements in the Educational system of the Province at a Reform Club meeting in Montreal on Oct. 24th with Dr. J. T. Finnie, G. Langlois and S. W. Jacobs, K.C., as the chief speakers; the statement of Hon. J. L. Décarie in the Legislature on Feb. 26th that in 1905-6 766 teachers in 19 counties received a smaller salary than $100 and in 1910-11 only 93. The following were the Educational statistics of 1910-11:

Model Schools and Academies.	Roman Catholic Institutions.	Protestant Institutions.
Number of Model Schools	622	50
Roman Catholic Pupils	101,043	191
Protestant Pupils	334	4,818
Number of Academies	93	34
Roman Catholic Pupils	47,625	236
Protestant Pupils	551	7,887
Male Lay Teachers with Diplomas	198	84
Male Lay Teachers without Diplomas	41	6
Female Lay Teachers with Diplomas	476	349
Female Lay Teachers without Diplomas	119	35
Male Religious Teachers	1,225	..
Number of Female Religious Teachers	3,194	..
Number of Roman Catholic Classical Colleges	19	..
Pupils in Commercial Course	2,695	..
Pupils in Classical Course	4,445	..
Number of Religious Professors	617	..
Total Number of Professors	642	..

Elementary Schools.	Roman Catholic Institutions.	Protestant Institutions.
Number of Schools, under control	4,906	947
Independent Schools	48	4
Roman Catholic Pupils	189,962	1,644
Protestant Pupils	509	34,323
Male Teachers in Orders	112	1
Number of Nuns Teaching	542	..
Total Number of all kinds of educational institutions	6,934	
Total Male Teachers	3,272	
Total Female Teachers	11,325	
Total Average Salaries in All Schools—		
1. Male Teachers with Diplomas	$824	
2. Female Teachers with Diplomas	178	
Contributions of Municipalities toward Education—		
(a) Annual Taxes	$3,111,743	
(b) Special Tax	313,274	
(c) Monthly contributions	277,280	
(d) Fees from various institutions	2,026,807	
Total Contributions from Municipalities	5,729,104	
Total Contributions from Government	1,172,457	

The annual Report of McGill University for the year ending Aug. 31, 1912, included the statement that 95 per cent. of the $1,552,000 subscribed in 1911 had been paid in; that with other Government and Civic contributions the permanent revenue would be increased by over $100,000; that the Provincial Government had recently raised its annual vote of $3,000 a year to $25,000 and the City of Montreal had agreed to make its contribution to the 1911 Fund a yearly grant of $10,000; that the gift by Sir W. C. Macdonald to the University of a group of properties lying north of Pine Avenue had relieved the institution of much difficulty in the future and adequately provided for its natural expansion; that toward the close of 1911, P. B. Mignault, K.C., was appointed Professor of Civil Law and G. W. MacDougall, K.C., Professor of Private International Law.

The Matriculation examination in June, 1912, was held at 65 different centres, at 33 of which there were only one or two candidates. Hereafter they were to be held at certain specified places only. The principal centres were Vancouver, with 226 candidates, Montreal with 134, Victoria, B.C., with 92, Ottawa with 47 and New Westminster, B.C., with 40. Fourteen wrote at London, England. In all, there were 871 candidates of whom 211 qualified for entrance to the Faculty of Arts, 81 to the Faculty of Applied Science and four to other Departments. At the June Leaving Examination of the Province 146 candidates qualified for entrance to the University. The attendance during the Season 1911-12 was 636 in the Faculty of Arts, 593 in that of Applied Science, 354 in that of Medicine, 62 in Law, 80 in Music, 110 in the Graduate School and 478 in Macdonald College or a total of 2,313 with 27 duplications. There were 282 degrees conferred during the year. The Endowments of the University on June 30, 1912, totalled $11,138,049 and the Receipts were $658,864 with Disbursements of $738,746. An important change occurred in the Medical Course in August which was made five years in place of four. The chief appointments in McGill during 1912 were Dr. W. W. Chipman as Professor of Obstetrics; Dr. R. F. Ruttan as Macdonald Professor of Chemistry; Francis E. Lloyd, M.A., as Macdonald Professor of Botany; Miss C. M. Derick, M.A., as Professor of Morpho-

logical Botany; T. G. Bunting, B.S.A., as Professor of Horticulture at Macdonald College. The Hon. Degree of LL.D. was conferred on Hon. Charles Peers Davidson and Sir Melbourne Tait while Principal Peterson was made an Hon. Doctor of Literature, Oxford.

The historic institution of Laval University—Quebec and Montreal—had a successful year. On Jan. 18 a large Delegation of its graduates, representative of the public and general life of the Province, were promised by Sir L. Gouin a considerable increase to the Provincial grant and this was found on Apl. 2nd to include for both the Quebec University and its Montreal branch an increase from $4,000 to $25,000 a year. At Quebec, as a result of needed improvements, the University underwent a transformation and was made a fire-proof structure at the cost, it was said, of $250,000 and with a view to the special protection of its invaluable collection of paintings, books, etc. The students in attendance during 1911-12 were 131 in the Faculty of Theology, 83 in Law, 77 in Medicine, 5 in Pharmacy, 15 in Arts, 40 in Forestry, making with other courses, a total of 454. Affiliated with this institution were French Seminaries and Colleges numbering 26 and 8 Schools of important Religious Orders. Laval University in Montreal had 273 students in 1911-12 and with it were affiliated 10 Colleges having, altogether, 3,576 students. The Rector at Quebec was M. Amédée E. Gosselin and the Vice-Rector in Montreal M. Gaspard Dauth. At the University of Bishop's College, Lennoxville, the students in attendance during 1911-12 were 16 in Divinity and 30 in Arts. During the year Laval conferred the Hon. degree of Litt.Dr. upon Sir Gilbert Parker.

An interesting incident of the year was the amalgamation of the four Theological Colleges in Montreal affiliated with McGill University—the Congregational, Diocesan, Presbyterian and Wesleyan. Practically they were formed, with their 183 students, into one School of Instruction to educate young men desirous of entering the ministry in any one of the four Churches. The Committees in charge of the basis of Union were as follows: *Anglican,* Rev. Principal Rexford, Very Rev. Dean Evans, Rev. H. E. Horsey, R. Wilson-Smith, George G. Foster, K.C.; *Wesleyan,* Rev. Principal Smyth, Rev. Dr. Young and Rev. Dr. Sparling, W. Hanson and C. C. Holland; *Presbyterian,* Rev. Principal Scrimger, Rev. Prof. Fraser, Rev. Bruce Taylor, J. W. Ross and W. M. Birks; *Congregational,* Rev. Principal Munson Hill, Rev. Hugh Pedley, Rev. F. J. Day, W. D. Lighthall, K.C., and A. M. Murphy.

Arrangements were only completed after much study and consultation and the plans called for a large new building in which the united classes could be taught, situated in the vicinity of the University grounds; the present College buildings to be used for the strictly denominational work. The basis of government of the co-operating Colleges called for a Board of Governors, to be composed of the Presidents of the existing Colleges, three lay members elected from its own membership by each of the Governing Boards of the Colleges, and two representatives of each of the four Protestant communities. The Princi-

pals and Professors of the co-operating Colleges were to form the Faculty of the United College. The courses of study for the united courses were to be Old Testament, New Testament, Church History, History of Doctrine, Philosophy of Religion and Apologetics, History of Religions, Systematic Theology, Patristics, Homiletics, Pastoral Theology, Sociology, Christian Ethics, Christian Missions, Sunday School Pedagogics, Ecclesiastical Architecture, Elocution. A great banquet, presided over by W. M. Birks and addressed by Bishop Boyd-Carpenter of England, marked (Oct. 1) the completion of arrangements.

In Temperance matters there was distinct progress. At the Dominion Alliance Convention (Quebec Branch) in Montreal on Mch. 16th a Resolution was passed declaring that "the early-closing law of the present Government has resulted in great benefit to the people of this Province, compelling, as it does, the closing of all bar-rooms at 7 o'clock every Saturday evening throughout the Province, and on the other evenings of the week in cities and towns at 11 o'clock and at 10 o'clock in rural parts." Mr. S. J. Carter was re-elected President, J. R. Dougall, Hon. President, and J. H. Roberts, Secretary. Another active organization was the Catholic Total Abstinence Union of Canada which, throughout the year, kept up a quiet but persistent campaign under Archbishop Bruchési as Hon. President and E. A. Shanahan as President.

The event of the year, however, was the creation by the Legislature of a License Commission to inquire into the sale of intoxicating liquors and the changes which it might be expedient to make therein. By Order-in-Council of June 21st the Hon. H. Carroll and Hon. A. G. Cross of the Court of Queen's Bench and Hon. Auguste Tessier of the Superior Court were appointed Commissioners. The first meeting was held in Montreal on Sept. 9th and amongst those heard, then or later on, were representatives of the Dominion Alliance, the Ligue Anti-Alcoholique, the Catholic and Protestant Clergy, the W.C.T.U., the Socialists and the Licensed Victuallers. The abolition of grocery licenses was strongly urged. In Quebec, on Sept. 30th, Canon Sylvain suggested the curtailment of bars on steamers, railroads and at Clubs. Bars should also be inspected to see if they fulfilled hygienic requirements. At Montreal, on Nov. 1st, Madame Beique, President of the Women's St. Jean Baptiste Association, urged that no licenses be granted to women and that there should be not more than one license for every 1,000 men.

The Brewing industry presented an elaborate Memorandum claiming, and apparently proving by an immense number of figures, that the Prohibition movement originally arose as a result of the abuses in Saloon traffic, in extravagant grants of licenses, in the wholesale existence of "groggeries." It was claimed that the movement did not apply to present conditions where, instead of the liquor sold being hard intoxicating drinks containing 50 per cent. or more of alcohol a great part of the patronage called for beer which contained only three to four per cent. of alcohol. The contention and demands of the Temperance forces was put rather moderately before the Commission.

Their whole scheme of reform was based upon a recognition of the fact that there was a demand for intoxicating liquors and that public sentiment did not yet justify the entire extinction of the Liquor traffic. Taking the present License laws as a basis, they alleged that the sale of drink was provided for through three distinct channels: (1) the retail liquor shop, which catered to the home consumption of liquors; (2) the hotels and restaurants which existed, primarily, for travellers and that part of the public which did not always eat at home; (3) the Clubs which provided for the men who want to get together in club life and drink socially. Their demand was not for the abolition of all these outlets for intoxicating liquor, but for such an effective supervision or control of them as would minimize the evils inseparable from the sale and use of intoxicating liquors. Before the Commission during these Sittings, L. T. Marechal, K.C., represented the group of large Hotels and urged a sort of preferential classification of Licenses; L. A. Rivet, K.C., represented the Licensed Victuallers Association or the restaurants and smaller hotels—Lawrence A. Wilson, a well-known Liquor merchant, suggesting taxation of all the licensed saloons, hotels and liquor stores in the Province to raise a fund out of which full compensation could be paid to those who lost their licenses; the Licensed Grocers were also represented while the Temperance bodies were led by Mr. Justice Lafontaine in joint representations.

Quebec Incidents of the Year.

Feb. 1.—After weeks of aggressive fighting in the Montreal Municipal contest; with the English-speaking press a unit in denouncing the Aldermanic candidates who belonged to the notorious "23" of Royal Commission decision; with, on the side of Mr. Giroux in particular, most unpleasant charges in the press as to the class of people to whom he leased his houses; the following go to the polls: N. Giroux, M. Martin, N. Seguin, Morin, Lariviere, Sauvageau, Levesque and Dan Gallery. The first five are elected.

Mch. 12.—The Alliance Francaise, a Society for the advancement of the French language and literature, welcomes M. Charles Eudes Bonin, newly appointed Consul-General for Canada from France at a banquet in Montreal. Sir F. Langelier, Hon. J. L. Décarie, Mr. Justice Robidoux and Principal Peterson are amongst the speakers.

May 7.—The judgment of the Supreme Court, Ottawa, in Ouimet *vs.* Bazin, has the effect of declaring the Lord's Day Act in Quebec ineffective in the matter of closing moving picture shows on Sunday.

June 1.—With a Federal vote of $114,500 for immediate purposes and a considerable sum of money in hand the National Battlefields Park Commission composed of Sir George Garneau (Chairman), Col. George T. Denison, Hon. Adélard Turgeon, Robert Bickerdike, M.P., Col. the Hon. J. S. Hendrie and Hon. L. A. Taschereau, commences its work of creating a great National Park on the Plains of Abraham.

June 2.—Bishop Archambault of Joliette issues a *Mandement* to his clergy denouncing Radicalism in press and politics and religion. "Our enemies are well organized and are attempting by books, papers, clubs, secret associations and private conversation to influence the people, the family, public men and even the Governments." He defines Catholic Liberalism as a doctrine

which "bows before the Church yet seeks to take away one by one every right properly belonging to a free and independent society."

Oct. 19.—Amidst much state and ceremony a Monument is unveiled at Quebec in honour of Francois Xavier Garneau, the French-Canadian historian. A gift to the Province by Hon. G. E. Amyot, M.L.C., and the work of Paul Chevré, the French Sculptor, it is unveiled by the Lieutenant-Governor and accepted for the Province by Sir L. Gouin. Addresses follow from Mr. Amyot, Mayor Drouin, Rev. Abbé Gosselin, Principal Peterson and Lieut.-Colonel Wm. Wood. Sir W. Laurier pays high tribute to Garneau as an historian but adds this statement: "Throughout he was dominated by the sense of injustice under which his compatriots were suffering, and that he was correct in his pleas for the rights of his race was amply proved by the fact that the wrongs of his people had been recognized and righted."

Oct. 27.—At the annual meeting of the Union Natiónale Francaise 1,500 people are present and A. F. Revol is elected President. M. Bonin, French Consul-General, and Rev. Father Lecocq of the Seminary of St. Sulpice, according to the *Star* report, speak of the greatness of the French Republic and of the necessity for all Frenchmen to remain united and grouped around the Tri-colour.

Resources and Development of Quebec Province

The population of Quebec increased between 1900 and 1910 by 353,814 or from 1,648,898 to 2,002,712; the Fisheries product in 1910-11 was valued at $1,868,-136 or an increase in the year of $175,661; the immigrants classified as arriving at Canadian ports, with Quebec as their destination, totalled (year ending Mch. 31, 1912) 34,876; the grain passing down the Welland Canal to Montreal in the 1912 Season of Navigation was 961,855 tons while the through freight passing eastward to Montreal through the Welland and St. Lawrence Canals totalled 1,559,963 tons and westward from Montreal 236,979 tons; the Railway mileage of the Province in 1912 (Federal statistics) was 3,882 with 1,345 miles under construction on June 30th; the Bank clearings of Montreal in 1912 were $2,845,470,000 or nearly double the figures of 1906 and those of Quebec City were $158,759,585 as against $92,934,213 in 1906; the Mutual and Cash Mutual Fire Companies of the Province for the year ending Dec. 31st, 1911, had total assets of $1,857,204, liabilities of $162,476, income of $375,089, losses of $225,146 and Policies in force totalling $40,728,553 with $17,874,071 issued during the year.

Agriculture remained the chief industry of the Province though the exports of Live-stock, Cheese and Butter from the Port of Montreal showed a decrease owing to high prices and increasing demands at home. The Census returns of 1911 (for 1910) showed a production of $9,961,732 in Butter compared with $4,916,756 in 1900 and of $6,195,254 in Cheese compared with $7,957,621 in 1900. Record prices for dairy products, live-stock and poultry were reported in 1912 as well as the practical passing of the Butter export trade—70 packages going from Montreal as compared with 361,400 packages in 1906. The latest statistics of Live-stock (June 30, 1911) showed 371,400

horses in the Province, 872,800 milch cows, 609,200 other cattle, 533,400 sheep, 697,500 swine—a reduction in all except horses since 1908. Fruit figures according to the Census, showed a small reduction over 1900 in almost all lines; the orchard and nursery acreage in 1910 being 34,376, the apple product 1,401,109 bushels. Yet Quebec had the greatest possibilities in this respect and had been slowly developing along Horticultural lines for a century. Much of the Province was fitted for fruit production and, latterly, the Nursery business had been increasing in popularity. During 1912 the crops of Quebec were somewhat damaged by rain—oats, hay and potatoes being especially affected. The Federal figures gave a total yield of $65,470,000 in value and were as follows:

Crops.	Area.	Yield per Acre, Bush.	Total Yield, Bush.	Average Price, per Bush.	Total Value.
Spring wheat.....	63,100	16:17	1,020,000	1·18	$1,204,000
Oats	1,170,400	25·86	30,267,000	0:54	16,344,000
Barley	91,300	23·69	2,163,000	0:79	1,709,000
Rye	19,200	15·44	296,000	0:95	281,000
Peas	29,000	15:11	438,000	2:03	889,000
Buckwheat	114,600	26·44	3,030,000	0:73	2,212,000
Mixed grains	120,000	26:74	3,209,000	0:67	2,150,000
Flax	1,300	9·66	12,500	1·76	22,000
Beans	9,400	15:59	147,000	2:55	375,000
Corn for husking.	21,000	24:47	514,000	1·03	529,000
Potatoes	128,600	137·11	17,632,000	0·35	6,171,000
Turnips, etc.....	13,100	251:60	3,296,000	0·28	923,000
		(tons)	(tons)	(per ton)	
Hay and clover...	2,750,000	1:22	3,355,000	9:36	31,403,000
Fodder corn	36,300	7:38	268,000	3·79	1,016,000
Alfalfa	10,000	2:75	27,500	9·00	248,000

As to manufacturing the Province of Quebec is probably not regarded by the outside world as an industrial centre, yet it is the second of the Provinces of Canada in this respect and in the past ten years has had a most marked development. In Montreal there had always been a large industrial interest. The French-Canadian fitted easily into this line of work either in his own Province or in the New England States to which some years ago he migrated in such large numbers. Moreover, Montreal had been for many years a centre of the industries which grow naturally around or out of Transportation facilities and in 1890 this City—in which the Grand Trunk Railway so long had its central shops and head offices, which had been the centre of the operations of the Canadian Pacific magnates and was the practical birth-place of a continental system which in 1912 had 16,000 miles of railway—possessed a total industrial production valued at $67,654,060; in 1900 the total was $71,099,750; in 1910 it was $166,296,972. The increase in the first decade was 5·09 per cent.; in the second decade it was 133·89 per cent. Another important centre in this respect was Maisonneuve with its production of $3,653,-584 in 1890, $6,008,780 in 1900 and $20,813,774 in 1910. Quebec City in 1900 had a total product of $12,779,546 and in 1910 $17,149,-385; Shawinigan Falls, the home of a great water-power and the source of electric power supply to the industries of Montreal and Three Rivers had no industrial product in 1900 and a total of $13,784,250 in 1910. The Census statistics of the Province were as follows:

Particulars.	1900.	1905.	1910.
Establishments	4,845	4,965	6,584
Capital Invested	$142,403,407	$255,479,662	$326,946,925
No. of Employees	110,059	119,008	158,207
Salaries and Wages	$36,550,655	$47,160,452	$69,432,967
Value of Products	$158,287,994	$219,861,648	$350,901,656

In Lumber and pulp-wood Quebec has great resources. According to reliable estimates the Province has a Forest area of 111,000,000 acres worth $445,000,000; its lumber production averages 1,000 million feet per annum; the privately-owned timber lands comprise about 6,000,000 acres capable of supplying 500,000 to 1,000,000 cords per annum for some time. According to the *Pulp and Paper Magazine** "Quebec seems destined to become the pulp and paper manufacturing centre of the continent. This Province possesses abundant water-powers, extensive pulp areas and the labour necessary to manufacture pulp-wood into paper. The fact that paper can be manufactured in this Province at $5.50 per ton cheaper than in the United States and the further fact that the export of pulp-wood cut from Crown lands is prohibited, will tend to make the Province a great pulp and paper centre." During 1911 a total of 19 pulp, paper and lumber companies were incorporated in the Province, with a total capitalization of $41,709,000. During 1912 the incorporation of new companies was practically nil, but many of the companies incorporated in 1911 began to produce during the year. The Province in 1911 had 28 out of 54 paper mills operating in Canada and consumed 58 per cent. of the total pulp wood consumed in the Dominion.

Of the new interests in 1912 there was the completed Kenogami Paper Mills located near Chicoutimi and the property of Price Bros., Ltd.; the Donnacona Paper Mills on the C.N.R. and Jacques Cartier River, 50 miles from Quebec, under construction as an investment by American capitalists; the improvements and enlargements of the Belgo-Canadian Company at Shawinigan and of the Laurentide concern, the completion of the Quebec and St. Maurice Company's Sulphite Mill, the Rolland Company's addition to their St. Adele Mill. Writing to an English periodical—*The Canadian News*—the Hon. P. Pelletier, Agent-General for Quebec, on Nov. 2nd stated the value of the privately-owned Forest land at $25,000,000 with a yearly revenue of $3,000,000; the Crown lands of the Province as containing 100 million cords of pulpwood which would, in large measure, be opened up by the Transcontinental Railway; the area of forest leased to lumbermen as 70,058 square miles or 45 million acres; the Forest Reserves as numbering 11 and containing 107,000,000 acres. He estimated the lumber product of Quebec as follows:

Soft-wood trees (pine, spruce, hemlock)	155,425,000,000 feet.
Hard-wood trees (maple, elm, white, yellow and black birch)	21,650,000,000 feet.
Pulpwood (cedar ties and poles)	1,493,000,000 ends.
Shingle logs (cedar)	700,000,000 ends.
Square timber	30,000,000 cu. ft.

As to Minerals Quebec produced, according to Federal figures, $17,282 worth of pig-iron in 1911 and 3,616 tons of iron ore; $1,341,-

* NOTE.—Toronto, January, 1913.

467 worth of Clay products and $356,453 worth of Lime; a total Mineral production of $9,304,717 or 9·01 per cent. of Canada's product. In 1912 this total was $11,675,682 or 8·77 per cent. The final Report of the Chibougamou Commission in January, 1912, declared in summarized form and from a geological standpoint that this region, in common with other pre-Cambrian areas, promised a rich reward to diligent and intelligent prospecting; but the remoteness of the district and the almost universal and thick covering of moss and peat rendered the economic search for minerals both difficult and unduly expensive. Besides this, while large areas, probably of equal economic importance from a mining standpoint, still remained unprospected in much more accessible portions of Northern Quebec it seemed unwise to devote further attention to detailed prospecting in this section of the country.

During the year a great deal of work was done in both Federal and Provincial Geological investigation throughout Quebec and a number of exploring parties were sent out to various Northern parts of the Province. Valuable deposits of Terra Cotta were reported in June from Lakeside near Montreal; gold mining was carried on at East Angus by a Montreal syndicate with, it was rumoured, rich results; copper was known to exist in over 600 places in the Province but its production was slow; Asbestos continued to be 90 per cent. of the world's product but was exported chiefly as raw material; graphite and mica were improving industries of the year. Of another element Mr. Pelletier, Agent-General in London, wrote on Oct. 26: "Experience in the United States and in this country have proved that ferro-titanium steels are among the very best produced by modern metallurgy. Quebec possesses huge deposits of titaniferous ores, which could feed powerful furnaces and rolling-mills for years. Dr. Alfred Stansfield, Professor of Metallurgy at McGill University, Montreal, has developed a process in which the reduction of these ores to metal and the subsequent refining of the steel, is carried out in a single furnace. The results of the experiments have been so satisfactory as to justify every hope that the process will prove a commercial success." The Provincial annual Report of Theo. C. Denis, Superintendent of Mines, showed a production increasing from $2,985,463 in 1902 to $11,017,046 in 1912. The figures for three years were as follows:

	1910.	1911.	1912.
Asbestos	$2,677,829	$3,026,306	$3,059,084
Asbestic	17,612	19,802	23,358
Copper and Sulphur ore	145,165	240,097	631,963
Ochre	33,185	28,174	32,010
Mineral Water	68,155	65,648	9,854
Cement	1,954,646	1,931,183	3,098,350
Marble	151,103	143,457	250,939
Granite	291,240	308,545	358,749
Lime	279,306	284,334	455,570
Limestone	503,173	1,128,402	1,361,082
Bricks	906,375	1,129,480	1,284,232
Tiles, drain and sewer pipe, pottery, etc.	197,526	142,223	203,100
Sundries	107,966	232,135	248,755
Totals	$7,333,281	$8,679,786	$11,017,046

In water-powers Quebec has unlimited resources. The Provincial Treasurer (Hon. P. S. G. Mackenzie) stated in London on Oct. 12 that "out of the total estimated water-powers in the whole of the Dominion more than one-half are located in Quebec, and this is a great factor in our industrial growth. In its recently acquired territory, Ungava, Quebec possesses the greatest cataract in the world. It is not generally known that the Grand Falls, on the Hamilton River, are capable of supplying power many times greater than Niagara." In connection with the resources of Quebec generally, Mr. Pelletier, the Agent-General in London, did good work during the year both in making known the riches of the Province and in urging his own Government to advertise more fully. A local incident of the year was the election of Rev. Father Leopold, a pioneer of the Fruit-growing industry, as President of the Pomological and Fruit-Growers Society of Quebec. On Apl. 12 William Power, M.P., was elected President of the Quebec Province Limit-Holders Association.

VI.—THE MARITIME PROVINCES

The Flemming Administration and Legislative Session in New Brunswick

The Government of Mr. Flemming had, in 1911, replaced that of Mr. Hazen when the latter retired to join the Borden Government at Ottawa. Practically it was a continuation of the Conservative Administration which had been approved at the polls in 1908 and an Election was, therefore, pending. Late in the year, 1911, Mr. Arthur B. Copp, Liberal member since 1901 for Westmoreland, had accepted the Opposition Leadership so that the preliminary fight in the Legislature and the electoral contest when it came were between two new Party leaders—though the Government still maintained the claim of being a Coalition and the Hon. John Morrissy, a Liberal and an advocate of Reciprocity, continued as Commissioner of Public Works. On Jan. 30th Mr. Premier Flemming addressed a meeting at Newcastle. He expressed his conviction that Provincial politics should be conducted along lines clearly independent of Federal politics. It was his desire to give the Province progressive and honest Government and if support were tendered him he did not propose to ask the politics of those tendering that support. The Premier referred briefly to the work of the local Government and to the fact that New Brunswick was at the commencement of an era of unprecedented development. Upwards of $25,000,000 would soon be expended in development work in the Province. Mr. Morrissy also spoke and eulogized the Premier for his ability and honesty of character.

On Feb. 2nd Mr. Flemming was at Andover and told the audience that he was not in favour of Government-ownership of Telephones under present conditions. At Perth, on this date, he received an Address of welcome from the local Indian tribe. To a Fredericton Board of Trade banquet on the 6th the Premier declared New Brunswick's chief need to be population and this the Government would do everything possible to attract. He suggested the placing of newcomers on deserted farms rather than in the unsettled parts of the Province. At a St. John meeting on Feb. 7th he declared that St. John would, in the course of a very few years, come into its rightful position as the terminal of the three great trunk railways of Canada; that the construction of the Valley Railway would assure the coming of the Grand Trunk Pacific to the winter port and make it imperative for the Canadian Northern to link up its system with the port of St. John by making connections with the Valley road at Grand Falls; that the Valley route would give traffic originating in the West an advantage of 100 miles over the other routes and that the Local Government intended to do all in its power to increase population and production in the Province by assisting railway development, improving highways, encouraging the extension of rural telephones and doing other things to make the call to the land attractive; that if the people would seize their opportunities the next five years would be years of progress and expansion such as the Province had never known.

The Premier was banquetted at Gagetown on the 8th and amplified his policy as to agricultural immigration. "We propose to have ready-made farms for settlers in New Brunswick and they will be open to all. Our idea is to create by Act of the Legislature a Board to be charged with the duty of carrying this plan into effect. We will make available enough money for the project and the Board will take charge of the work and make the scheme operative. At the start we intend to make ready 100 farms, to place such houses and buildings on them as are necessary and, generally, to put them in such shape that it will be possible for the settler to raise a crop the first year of his occupancy." As to Immigration in general: "We will give the Canadian Northern Railway permission to issue as loans a certain amount of money to help pay the passage to this Province of worthy settlers. When the assisted setttlers come the Government will take charge of repayment of the loan." The farmer was, indeed, the pivotal point of all these speeches and to the Farmers and Dairymen's Association—Fredericton, Mch. 20—Mr. Flemming said: "Good roads enhance the value of farm properties and facilitate the transfer of products. The farmer is a partner of the Government in the maintenance of roads. As Premier I am going to try to make the life of the farmer more attractive and offer more inducements for the son to take up land adjoining that of his father."

To the Premier a Labour delegation, at this time, asked for a co-operative system of technical education which would enable an apprentice to attend a technical school during a part of the day—the employer to pay him wages during that time; urged the appointment of Medical inspectors for schools and asked for an Act to prevent persons troubled with tuberculosis working in bakeries, restaurants, or any place where food is prepared or handled; asked for legislation requiring Street Railway companies to equip cars with the most approved safety appliances and to abolish running boards on open cars; asked for legislation governing the erection of scaffolds, floors and so on and enforcing better sanitary and ventilation facilities in factories and shops; recommended the appointment of more factory inspectors from amongst trade unionists, and asked that it be made a criminal offence for an employer to discriminate against a worker because of his membership in a Union; urged that the deposit required to be put up by candidates in Provincial elections be abolished.

Meanwhile, on Mch. 7th, the 5th Session of the Fifth Legislature of the Province had been opened by His Honour, the new Lieutenant-Governor, with a Speech from the Throne which referred to the Coronation, the Royal visit to India and the coming of the Duke of Connaught; described the Province as having enjoyed in 1911 most prosperous business conditions, a bountiful harvest and remunerative prices for farm products; stated that the interest in agricultural pursuits continued to increase, that new agricultural societies were being organized, that agricultural exhibitions, poultry shows, etc., were increasing in number and extending their sphere of usefulness and that the work of the Poultry Expert, appointed by the Government,

had been attended with satisfactory results; referred to the success of the Fruit Growers' Exhibition and the large area of land available for production of the very finest quality of apples; mentioned the proposed Maritime Conference to discuss the continued loss of Federal Parliament representation and to seek means of checking the process; described the work of promoting Immigration as proceeding successfully, with promised Federal co-operation; stated that arrangements had been completed for the early construction of a Railway from the coal-fields at Minto to Gibson—subject to lease and operation by the C.P.R. when completed; promised legislation as to this and the re-creation and settlement of abandoned farms; and made the following statement as to the much-discussed Valley Railway, the legislation of 1910, the negotiations of 1911, and the Contract of Dec. 12, 1911:

> Survey work has been carried on by the St. John and Quebec Railway Co. since that time, and construction will begin as early in the Spring as conditions will admit. The contract calls for the completion of the portion of the line from Centreville to Gagetown prior to November, 1913, and for the completion of the entire line before November, 1915. An Agreement to lease and operate the Railway when constructed has been entered into between the Federal Government, my Government and the Construction Company. The terms of the Agreement will be found in accordance with the provisions of the Act authorizing the same. The Agreement to Lease also contains an obligation on the part of the Federal Government to guarantee bonds for the construction of three large bridges upon the line of Railway to the extent of $1,000,000, and contains a further provision that the whole of the 40 per cent. gross earnings shall be paid to the Province during the first 15 years of the operation of the Railway—the Federal Government thus contributing the interest upon the bridge bonds during that period of 15 years. A Bill to amend Chapter 6 of the Acts of the Legislature, 1910, and ratifying the Contract will be submitted for your consideration.

The Address was moved by Lieut.-Col. J. B. M. Baxter, K.C., of St. John and seconded by Scott D. Guptill of Charlotte—who had been elected on Feb. 10, by acclamation, as a Liberal supporter of the Flemming Government. Mr. Copp, the Opposition Leader, followed and expressed the view that it was better to try and keep the people in the country than to try and get others to come in and that the Census returns showed the Province to be standing still; that the Government seemed to have "a railway fever" and to disregard the cost of its projects to the people while the C.P.R. stood as a sort of god-father to the Government; that the proposed farm policy meant assisting newcomers at the expense of the home farmer; that the Forests were becoming depleted and it was time the Government called a halt on the lumbermen. Mr. Flemming replied in optimistic terms, traced the revived interest in agricultural matters and spoke of the great fruit-growing future of the Province; dealt with the Ottawa representation question and deprecated a situation which might kill the national spirit of the Atlantic Provinces; hoped for 100,000 of a new population in the next ten years, eulogized the Valley Railway project, and described the Contract as follows: "The lease

is for a period of 99 years and 40 per cent. of the earnings come to the Province but when the interest charges are paid the balance of the money goes to the Company and if the interest is not paid the Province can foreclose its mortgage on the road and, then, for the 99 years the 40 per cent. of the earnings of the road would all come to the Province."

He stated that the C.P.R. had agreed to operate the line of railway to be constructed from Gibson to Minto, and also to operate the New Brunswick Coal & Railway and, furthermore, had agreed to purchase for its own use 50,000 tons of screened coal from Grand Lake annually for ten years. That meant, he declared, the increasing of the coal production of the Province by 100 per cent. The Premier then reviewed various matters of Administration and stated that the Stumpage collections had increased from $191,414 in 1908 to $367,679 in 1911 with timber, to which the scale had applied, totalling respectively 151 million feet and 310 millions. After several days' debate the Address was adopted without division on Mch. 11.

During the ensuing Session a number of important Government measures were passed. The Workmen's Compensation Act of 1903 was amended so as to include granite workers and stone-cutters; the maximum provision in case of death was raised from $1,500 to $2,000; the maximum payment in event of total or partial incapacity resulting from injury was raised from 50 to 75 per cent. of the average weekly earnings; the limit within which notice of injury must be given was raised from two weeks to two months. The Factories Act of 1905 was amended so as to strengthen the prohibition against employment of children under 16 years and authorizing Inspectors to demand particulars and proofs of age. The Premier's measure for the encouragement of agricultural settlement provided for the establishment of a Farm Settlement Board composed of three Commissioners with power to purchase real estate suitable for general farming purposes, to hold and improve it, or sell it to settlers on attractive terms.

He explained this measure on Apl. 15, in part, as follows: "The plan will be available to our own people, just the same as to those who come in from outside, the object being to provide for people on properties where the earning capacity can commence from the very first." Provision was also made in the Bill for the Board to sell to *bona fide* settlers the properties at a price not exceeding the cost, with cost of improvements, the idea of profit being entirely eliminated. A payment of 25 per cent. of the purchase money would be required as an initial payment when possession was given to the purchaser, and ten years would be given to pay the balance, with a charge of 5 per cent. interest. There was also provision that suitable sections of Crown lands could be granted to the Board by the Surveyor-General upon an order of the Lieut.-Governor-in-Council. The Bill provided that the title to land taken over by the Board would remain in the Board until all payments had been made. The Board was authorized to borrow $100,000 for a period of 20 years at 4 per cent. interest, and it was not proposed that this should be added to the

permanent Debt of the Province, but that the loan and interest would be repaid in payments of $5,000 annually out of current revenue. On Aug. 6th the Board was constituted with Thomas W. Butler, Milltown, Wm. Hay, Woodstock, and James Gilchrist, St. John, as Members.

An Act was passed authorizing the Commissioner of Agriculture to enter into an agreement with the Dominion Minister along the lines of the measure appropriating money to aid Provincial agriculture throughout Canada; another measure provided for encouragement of fox-raising by forbidding trespass upon premises allotted to such industry; further and stringent regulations were enacted to protect forests from fire; the Public Health Act was amended in certain detail and a measure passed to encourage town-planning. In connection with his Bill to amend the Act aiding the St. John Valley Railway, Mr. Flemming, on Mch. 12, explained that no additional responsibilities were involved. The most important change provided that the Company should deposit with the Receiver-General an amount equal to $1,500 per mile, in respect to which bonds were guaranteed. This would aggregate $300,000 and would be for the purpose of meeting the difference between the interest on the bonds and the earnings of the road. The Bill ratified the Contract with the Company; a separate Company with the same *personnel* was to be formed to handle the construction of the bridges on the Line. An amendment proposed by J. F. Tweeddale (Lib.) wanted construction work to begin on those sections of the proposed line of railway from Andover to Grand Falls and from Rothesay to Gagetown, simultaneously with work on other sections of the Line, and the whole Line from St. John to Grand Falls to be completed on or before the 1st day of November, 1913. It was voted down by 28 to 12. Another measure of the Premier's provided for the Minto-Norton Railway construction.

The Hon. W. C. H. Grimmer was responsible for the measure confirming agreements between the St. John and Quebec Railway Co. and the Governments of Canada and New Brunswick and for a Bill to regulate theatres and moving picture shows—no child under 15 to attend the latter without a parent or guardian. Other measures amended the City of Fredericton Act and gave various additional powers to the Municipality; consolidated and amended the laws relating to the Church of England in the Province; incorporated G. W. Fowler and others as the North Shore Railway and Navigation Co. Ltd. with specific powers of railway construction and also the Miramichi Bay Shore Railway Co.; authorized the City of St. John to establish the Commission form of Civic government; amended the Motor Vehicle Act so as to increase the precautions as to display of numbers and imposed additional taxation upon manufacturers, dealers and chauffeurs and compelled registration of chauffeurs and owners; amended the Liquor License Act so as to increase the difficulties of selling adulterated articles, to define and enlarge the powers of Inspectors in this respect, to impose various minor restrictions upon the sale of liquor such as giving no recourse in law for liquor sold on credit, to reduce the fine for drunkenness in St. John to $2.00 on the ground

that the wife usually had to pay it out of her meagre earnings; consolidated and amended the elaborate Clauses of the Act Respecting Municipalities.

The Act to incorporate the New Brunswick Hydro-Electric Co. caused some lively debates. It empowered C. H. Easson, W. E. Foster, P. W. Thomson, J. G. Harrison and J. Edwin Ganong as a Company to acquire, utilize and develop lands, water-powers and an electric, pneumatic or hydraulic power or force on the Lepreaux and Magaguadavic Rivers and tributaries and gave them other and varied powers of a wide character—the capital to be $1,500,000. W. F. Hatheway (Cons.) strongly opposed the Bill in the powers of expropriation given. An incident of the Session was a Resolution (Apl. 2) by C. H. LaBillois (Lib.) declaring that automobiles should not be run on the highways during one day in each week so as to give the farmers one free day on the roads; the Hon. H. F. McLeod, of the Government, opposed it as legislation in favour of one class against another and it was rejected by 19 to 11. On Apl. 16th J. B. M. Baxter (Cons.) carried without division a Resolution urging uniformity amongst the Provinces in laws relating to commercial subjects and approving the Government's plan of a Conference regarding Federal representation. On Mch. 13 a Resolution moved by W. F. Hatheway and D. P. MacLachlan passed unanimously. It described the material wealth of Canada as depending upon the skill and science shown in their avocations by the farmer, miner and lumberman; pointed to the representations made at Ottawa regarding the value of Technical Education and referred to the absence of this, or agricultural instruction, from the Public Schools and declared:

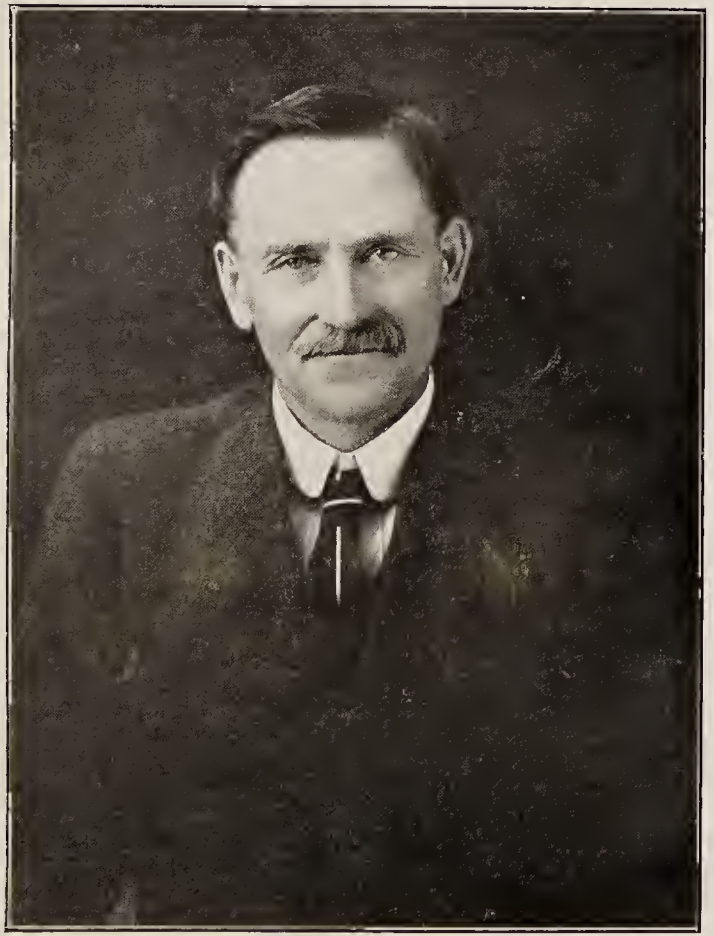
1st. That the Federal Government of Canada should appropriate annually for the next ten years the sum of $4,000,000 a year to be expended solely upon agricultural and industrial education.

2nd. That such sum of $4,000,000 a year be paid over by the Federal Government through the Minister of Education to the Governments of each Province of the Dominion in sums *pro rata* to the population of each Province as shown in the Census of 1911.

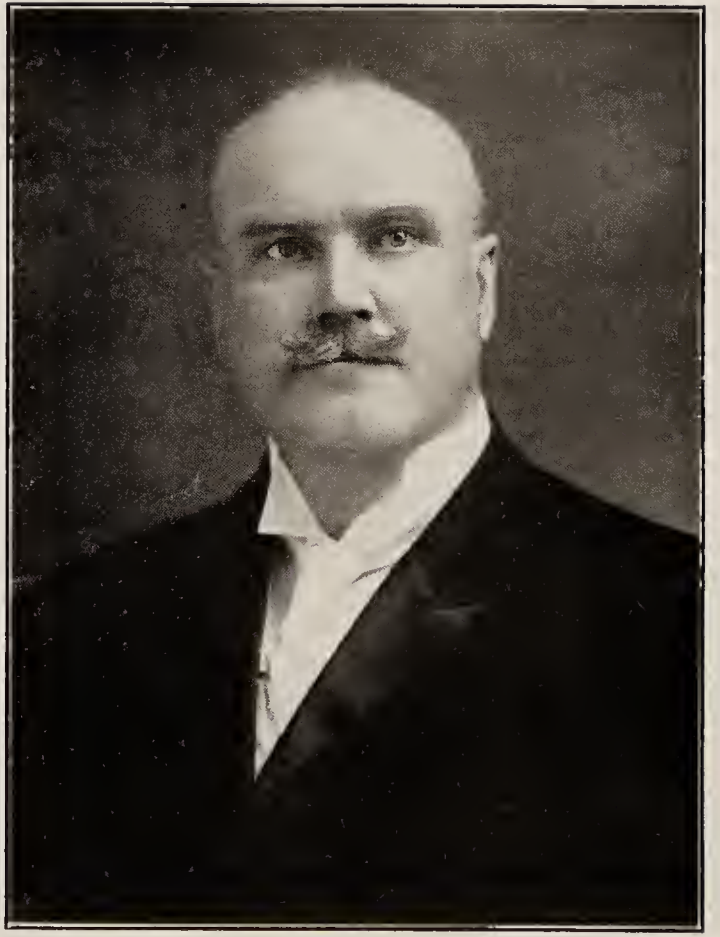
3rd. That each Province of the Dominion pledge itself to expend such sum solely and only for Agricultural Schools or farms or colleges, and for technical education of the miner, the lumberman and the mechanic by means of manual training, technical schools, high schools and colleges.

4th. That each Province appoint one of its Cabinet who will annually make his report to the Minister at Ottawa, showing in detail where and how such sums have been expended.

The Durant Bill amending a previous Act and permitting the City of St. John to extend the period in which F. C. Durant, or the Atlantic Sugar Refining Co. Ltd., could commence construction of a Sugar Refinery disposed of a difficult matter; the incorporation of New Brunswick Shales Ltd. gave a concern of which Sir Wm. Mackenzie was the chief figure the right to expend $2,000,000 in the treatment of Albert County shales; the Session was interesting as being the first in which Mr. Flemming led the Government forces and Mr. Copp the



Mr. Wellington B. Willoughby, B.A., LL.B., M.L.A.
Elected in 1912 Leader of the Conservative Opposition in Saskatchewan.



The Hon. James Alexander Murray, M.L.A.
Appointed President of the Executive Council of New Brunswick, 1912.

Opposition forces while on Mch. 29th Mr. C. W. Robinson delivered a sort of valedictory address—a farewell to the House in which he had been for a brief period Liberal Premier and during four years Opposition Leader. He claimed that the total Liabilities of the Province when he left office in 1908 were, according to Mr. Flemming's own figures, $10,253,000 and that they were in 1911 $14,657,104. These included indirect Liabilities. In 1907 the ordinary Expenditure was $960,093 and in 1911 $1,403,546; in 1907 the net Debt was $3,590,897 and in 1911 $4,648,857.

The Budget debate, during which these remarks were made, was a prolonged affair of nearly a month. On Mch. 19th the Hon. H. F. McLeod, as Provincial Secretary and Treasurer, presented his first Budget. He gave the figures of net Debt as above and the increases as $289,556 in 1907, $293,309 in 1908, $217,491 in 1909, $185,280 in 1910 and $161,684—a steadily decreasing quantity. The Receipts for 1911 (year ending Oct. 31) were $1,347,077; and the Expenditures $1,403,547. The chief excess of expenditure over estimate was $97,465 in Public Works. Of the revenue $621,360 came from Dominion subsidies; $529,660 from Territorial or timber dues; $48,278 from Company taxes and $46,631 from Liquor licenses. The chief items of expenditure were $276,578 on Education; $245,193 on Interest and $416,265 on Public Works including permanent bridges, etc. In concluding, Mr. McLeod declared that the Government believed in the future of the Province, and acted upon that belief. "Too long it has stood still. With a marvellous wealth of natural resources, unexplored and practically unknown, her young men have gone out to other lands. That is being changed now. The old feeling of despondency has been replaced by a buoyant optimism. The resources of the Province must be used to make fit homes for the host who will cultivate her fertile acres and carry their products to market over its substantial roads and bridges."

It is impossible to review the many speeches which followed on both sides—no doubt influenced by the pending Elections—but an exception may be made as to Mr. Morrissy's speech on Apl. 10. The Chief Commissioner of Public Works was a conspicuous target for Opposition attack on account of his Liberal opinions. They resented his standing for the portion of the Party which in New Brunswick did not believe in combining Federal and Provincial politics and declared that he was "in company with Tories and played their game." Mr. Morrissy was able to take care of himself, however, and on this occasion pointed to the "Suspense account" in his Department when he assumed office which had now disappeared—"there is now no holding back or hiding of expenditures." In this connection he read various Departmental letters of his predecessor's period as to bridges and roads. As to expenditures on ordinary bridges the total in the last years of Liberal rule (eliminating 1908) had risen from $80,758 in 1905 to $95,419; in the first years of his administration they had grown from $153,973 in 1909 to $235,315 in 1911. Since 1908 there had been $2,015,000 spent on bridges, wharves and roads by his

Department. Mr. A. F. Bentley (Lib.) stated on Apl. 15 that there were 5,000,000 acres of productive forest lands in New Brunswick; if the growth were estimated as in New York State it would be 250 million feet a year; the records showed the annual cut on Crown lands to be 305 million feet.

On Apl. 10 A. B. Copp, for the Opposition, moved a Resolution declaring that "this House views with alarm the growing evil of using the taxpayers' money to pay tribute to a political party, thereby causing waste and extravagance; and further desires to place on record its disapproval of the very large and unparalleled increase in the Public Debt under the present Administration and the inability of the Government to prudently administer Provincial finances so as to keep the ordinary expenditure within the ordinary revenue notwithstanding the large increase in the Subsidy from the Dominion Government and other large increases in revenue." It was voted down on the 15th by 20 to 7. It may be added that the estimated Receipts for 1912 were $1,379,682 and that the actual total announced in the following December was $1,417,722; the estimated Expenditure was $1,362,385 and the actual total $1,409,049. The net Debt on Oct. 31, 1912, was $4,693,457. The House was prorogued on Apl. 20th.

Following this several incidents of importance occurred. On May 14th Mr. Flemming was given a banquet by 300 citizens at St. John with the following tribute from *The Standard:* "Mr. Flemming's important services to the Province entitle him to the recognition which is tendered him to-day. The persistency with which he has laboured to bring about the construction of the Valley Railway, by which one of the oldest and best settled sections of the Province will be afforded transportation facilities long denied, entitle him to a first place in the esteem of all progressive citizens." On May 22nd at Woodstock he turned the first sod of the Railway which was to provide continuous communication along the River from Grand Falls to its mouth and, in his address, described the line as not only bringing direct benefit to Woodstock but "benefit and new life and new optimism to the entire St. John Valley." A little later it was announced that $5,000,000 of 4 per cent. 1st mortgage bonds, guaranteed by the Government had been issued in this connection and sold in London; on May 31 E. H. Macdonell of the St. John and Quebec Railway Co. stated that they held the contract for 210 miles—some doubt had been expressed as to the distance involved—and would build the road from end to end; on Apl. 25 A. R. Gould, the head of the project, corrected a much-discussed press interview of his as follows: "When I used the words 'I owe them nothing and will pay nothing' it had reference to the Government. My dealings with the Government of the Province have been satisfactory. There has been no graft or suggestion of graft and hold-up on the part of the Government. Everything has been straightforward, honest and above board, and will continue so." On July 11th the great Federal works in Courtenay Bay were inaugurated with speeches by the Lieutenant-Governor, Hon. W. T. White of the Dominion Government, Mr. Flemming and others.

On Sept. 9th it was announced that the Dominion Government would establish an Experimental Farm two miles from Fredericton with W. W. Hubbard, Secretary of the Department of Agriculture, as Superintendent and, on Nov. 1st, Mr. Cochrane, Minister of Railways at Ottawa, stated at Moncton that his Department might take over the Salisbury and Harvey Railway and build a local bridge which was much needed. At Woodstock, on the same day, Mr. Flemming announced that it was the Government's intention in connection with the Fisher legacy to build an Agricultural School at Sussex and one at Woodstock. Other incidents of the year included the Opposition statement that the New Brunswick Coal and Railway Commission had a record of Freight increasing from 54,860 tons in 1908 to 71,800 tons in 1911, passengers carried from 20,087 to 21,287, and Earnings from $54,030 to $66,476 yet had increased its expenses from $36,096 to $80,765; the making of a Contract with Sir Thomas Tait, as President of the Fredericton and Grand Lake Coal and Railway Co., for the building of the Gibson-Minto Railway; the request of the New Brunswick Automobile Association on Oct. 13 that the Government borrow $3,000,000 for the construction of 500 miles of good roads in the Province.

The Premier, accompanied by Hon. John Morrissy, visited the Prairie Provinces and the Pacific Coast in September—leaving Fredericton on Aug. 26, attending the Canadian Forestry Convention in Victoria on Sept. 4-6 and, on his return, stopping at Vancouver, Calgary, Edmonton, Saskatoon, Regina and Winnipeg. At Vancouver 500 one-time residents of New Brunswick banquetted the visitors on Sept. 9th and the Canadian Club entertained them at Luncheon when Mr. Flemming spoke strongly on Empire matters: "Now we are out of swaddling clothes, we must take a greater share of the responsibilities of the Empire; we are now full grown members of the Empire family, and should do our part." On his return the Premier told the press that "I didn't see anything in the whole West that was quite as delightful as the St. John Valley, the Miramichi or the Restigouche Valley." Of Administrative changes, the most important was the expiration of Mr. L. J. Tweedie's term as Lieut.-Governor and the appointment on Mch. 6 of the Hon. Josiah Wood, M.A., ex-M.P., a Senator of Canada since 1895. A change in the Government also took place owing to the retirement of Hon. Robert Maxwell, Minister without Portfolio, to become Deputy Receiver-General at St. John. He was succeeded on June 17 by John Edwards Wilson, member for St. John City. The Hon. James Alexander Murray, Minister without Portfolio, was selected as President of the Executive Council.

The Annual Report of the Crown Land Department, issued by Mr. Flemming as Surveyor-General, showed Receipts of $522,399 in the year ending Oct. 31, 1912, compared with $528,439 in 1911. This slight reduction was described as a matter of congratulation and the Premier stated that it would be well if these lands could be left altogether alone for a period and withdrawn from lumbering operations. "The collection of stumpage has been faithfully carried out under the

new system inaugurated by my predecessor and supplemented by myself. We feel there has been a just return of the lumber-cut largely brought about by the complete system of the Department and, as a result of the system, I was called upon only in a very few instances to adjudicate on any claims for overscaling." The advantageous sale of fishing leases on Mch. 20, 1912, was dealt with; the absence of forest fires owing to the wet season mentioned. The Report of Hon. D. V. Landry, Commissioner of Agriculture, showed in Horticulture the operation of three demonstration orchards, of 23 illustration orchards, of special instruction given by the Horticulturist—A. G. Turney—on about 80 farms, the conduct of many orchard surveys, the holding of 100 lantern-slide lectures on fruit-growing; in poultry matters there was a record year as to demand and prices; in a general connection there was the tour of a "Better Farming" special car through the Province in June and July and distribution of thousands of instructive leaflets; the publication by the Department of useful Bulletins dealing with practical topics—especially a handsome booklet entitled "Orchard Opportunities." Mr. Morrissy, Chief Commissioner of Public Works, in his Report showed appropriations of $1,038,279 and expenditures of $553,148—the latter total including $162,557 on Ordinary Bridges, $132,354 on Roads, $146,847 on Permanent Bridges. The chief appointments of the year were as follows:

Chairman Public Utilities Commission	G. O. Dickson-Otty	St. John.
Member Public Utilities Commission	Allison B. Connell, K.C.	Woodstock.
Member Public Utilities Commission	Felix Michaud	Buctouche.
King's Councillor	E. T. C. Knowles	St. John.
Secretary, Provincial Board of Health	Dr. B. M. Mullin	St. Mary's.
Secretary Department of Agriculture	J. B. Daggett	Centreville.
Provincial Superintendent of Immigration	James Gilchrist	St. John.

The General Elections of 1912 in New Brunswick

During the early part of the year there was a general expectation of coming Elections. The Hon. C. W. Robinson, K.C., the lately-retired Leader of the Opposition, told the press on Mch. 26th that Liberal prospects were bright, that it would be necessary to further increase the revenue of the Province in order to make both ends meet, and that the salvation of the East, even admitting the present forward movement, depended very greatly upon the opening up of the large markets of the United States to the Maritime Province farmers. During the Legislative Session, however, little was said about Reciprocity and it was not really an issue in the Elections. Mr. A. B. Copp, the Opposition Leader, in a speech at Hampton on Mch. 16 struck the keynote of his policy in general terms as follows: (1) Government loans to farmers at 5 per cent. on long term mortgages; (2) cheap rural Telephone communication along lines which he had worked out but did not describe; (3) the removal of politics from Highway control and construction.

At Moncton on May 22, Mayor Robinson, a brother of the retiring Leader, was selected as Liberal candidate and the Liberal press published statistics showing "a million more of Debt in four years"; increased revenues from all sources and heavier taxation of Banks,

Insurance Companies, etc.; increased expenditures and large Contingencies Account; with smaller payments for Agriculture and Education in proportion to revenue than under Liberal auspices. Meantime, Mr. Flemming had been given a great banquet at St. John on May 14th with W. H. Thorne in the chair and 300 citizens present, and had described his Government's policy and practice as the honest collection, expenditure and auditing of revenues; cheaper school-books and public works put up to tender; Valley Railway construction, co-operation with the Ottawa Government and development of Provincial resources. He spoke at Rexton on the 16th and at other points. On May 27th the Dissolution was announced with nominations on June 13th and polling on June 20th. At the same time Mr. Flemming issued a Manifesto to the Electors in the following terms:

Gentlemen,—The Legislature has been dissolved and the electorate of the Province are called upon to select their representatives for another term. As Leader of the Government which assumed office in October last I appeal to the people for an expression of their confidence. The present Government being largely the same as that led by the Hon. Mr. Hazen from 1908 up to October last, we assume responsibility for the acts of the Administration from the change of Government in March, 1908, to the present time. In soliciting the support of the electors of New Brunswick, I wish to point out a few changes which have taken place since 1908, to refer to some things that have been accomplished and to some matters to be dealt with during the ensuing term.

1. When the change of Government took place in 1908 we found the system of payments and the system of bookkeeping unsatisfactory. Tens of thousands of dollars were paid out by the various Departments on the cheque of the Deputy-head of the Department, without any audit having taken place, and without requiring the signature of the Auditor-General or Receiver-General. We have introduced a modern system, and now have a continuous audit by the Auditor-General throughout the entire year. All bills are sworn to by the party seeking payment, certified correct by the Department dealing with the matter, audited by the Auditor-General and certified correct by him before being passed over to the Receiver-General for payment.

2. When in Opposition we claimed that the revenues from the Crown lands of the Province were not being properly collected, and that great loss resulted annually on account of the interests of the Province not being fairly protected. Since assuming power we have increased the revenue received by the Crown Land Department by a very large sum. The total revenue collected by the Crown Land Department in 1907, the largest year of the old Administration, being $321,550 while last year the amount collected was $528,439. This condition justifies the criticism made by our Party when in Opposition. This large increase has made it possible for us to deal generously in providing for the public services of the Province. The large increase in the appropriations for agriculture, education, roads and bridges, etc., are due in great measure to the better collection of the revenue from the Crown lands.

3. On taking office in 1908 we applied ourselves to making arrangements to secure a reduction in the price of school books and in this we have been successful. An arrangement has been entered into and the books now in use in the common schools are procured at a large reduction; in many cases the price now paid being only half the price paid formerly.

4. We have passed legislation protecting the interests of the working men and the workingman's wife and children. As a result of that legislation more care is being exercised where large numbers of men are

employed and fewer accidents occur. Many homes are provided with the necessaries of life while the workman is not only unable to earn but is requiring care either in the home or the hospital; should the accident result fatally, a reasonable sum is now available for the family of the deceased workman.

5. We have amended the Liquor License Act along the lines advocated by the Temperance people of the Province. An important amendment was one providing that any community can by a majority vote of the ratepayers abolish the saloon. A considerable number of communities have taken advantage of this amendment and the area under License is growing smaller each year. Other important amendments to the License Act have been made, all in the interests of temperance and sobriety. With the amendments made our New Brunswick Liquor License Act was declared by a leading clergyman in the City of St. John and a leader of the Temperance forces, to be the best License Law in Canada.

6. We have fostered the interests of the agriculturists of the Province. The Agricultural Department was in a state of stagnation when we assumed office. To-day there is no more busy Department in the whole Administration. In addition to the Dairy Superintendents, the Horticulturist, the Assistant Horticulturist, a Poultry Expert, the Secretary of the Department and his staff, are all earnestly at work carrying out progressive plans to aid the farming interests in our Province. The number of Agricultural Societies have increased from 58 to more than 100, and the grant to assist these Societies is much larger than formerly.

7. In compliance with our promise to the people, we repealed the Highway Act passed by the late Government and have enacted a Highway Bill which vests large control of the highways in the Municipal Councils. Our present law provided that the ratepayers may perform statute labour instead of paying cash, and insures that the people shall have the benefit of statute labour or the expenditure of the cash paid by them in their own locality, and on the highways in which they are directly interested. This local control has had a beneficial effect, and the statute labour done upon the roads, with the generous provision from the Public Works Department, is bringing about a splendid improvement in the condition of our highways.

8. We have grappled with the question of providing railway facilities in the St. John Valley and elsewhere. Despite difficulties put in our way, our efforts have been successful, and a splendid arrangement has been entered into for the construction of the St. John Valley Railway. The arrangement is such that I do not believe any burden will be placed on the people of the Province, although the Railway will be of a high standard, will bring a large amount of through traffic to St. John and open up and make accessible a large portion of the St. John River Valley. The work is now under construction and will be prosecuted vigorously until the whole line is completed. The Federal Government have not only provided the double Subsidy but have also agreed to assist in the construction of certain bridges to the extent of a million dollars by way of guarantee of bonds, and are contributing in cash the interest upon the bridge bonds for the first fifteen years, which would amount to $600,000. This aid has helped greatly in carrying the project through successfully. The Leader of the Opposition and his forces in the Legislature came out in direct opposition to this project by voting against the ratification of the contract and the Act authorizing the guarantee of the bonds as well as voting for the Tweeddale amendment which would have killed the whole enterprise. The contract for the construction of a railway from Minto to Gibson has been entered into and construction is now going on. The length of this railway is about 31 miles and it will open up the coal-fields of Sunbury and Queens and give them an outlet to Fredericton and all the western part of the Province. This railway when constructed, together with the N. B. Coal and Railway, will be operated by the Canadian Pacific. The Canadian Pacific Railway Co. engage to use annually

for a period of ten years not less than fifty thousand tons of screened coal from the Queens-Sunbury coal field. This means doubling the output of our coal areas and there can be little doubt but the increase will be more than that, as a greatly enlarged market will be found for the coal. The addition of this line of railway will not only bring about large coal development, but will be of great advantage to the farmers of a considerable section of Sunbury and Queens as well as the lumber interests in that locality. The forty per cent. gross earnings which will be paid to the Province to cover the interest on the bond guarantee will, in my judgment, be sufficient and that no permanent burden will be placed on the people of the Province on this account. This Railway is to be completed and ready for operation before the end of the present year.

9. We have increased the expenditure on roads and bridges during the past four years and have been subject to severe criticism by the Opposition on account of our increased expenditures. That we have increased the expenditure very greatly for the ordinary bridge service of the Province is true, the figures for this service being as follows:

Expenditure 1905, ordinary bridges	$80,758 48
Expenditure 1906, ordinary bridges	86,401 54
Expenditure 1907, ordinary bridges	95,419 34
Total for three years of the old Administration	$262,579 36
Expenditure 1909, ordinary bridges	$153,973 40
Expenditure 1910, ordinary bridges	162,266 18
Expenditure 1911, ordinary bridges	235,315 51
Total for three years of the present Administration	$551,555 09

I have no apology to make for this increased expenditure. We found the bridges of the Province in a rotten, neglected condition and we have spent freely in endeavouring to give the people the bridges that they required. We have also built bridges of a more permanent character than was done formerly, many of our bridges paid for out of ordinary revenue are permanent bridges and will stand for generations. We have provided as generously as possible for the road service and I deeply regret the action of the Senate of Canada in rejecting the Bill whereby this Province would have received $50,000 from the Federal Treasury to go upon the roads this present season.

If continued in power as a result of the Elections, the Government will continue the same fair and honest methods in the collection of the revenues of the Province, and will expend the same prudently and economically, carrying on at the same time a progressive administration. We shall press earnestly and vigorously for a settlement of the representation question in such a way as to be satisfactory to the people of the Province. Without some change in the B. N. A. Act the representation of the Province may decrease each decade until we lose in large measure the influence which the representation from New Brunswick have always exerted in the Parliament of Canada. Considering the immense areas of Dominion lands which have been added to several other Provinces of the Dominion, lands in which we were part owners and had a proprietary right, the Government will, without delay, push the claims of the Province for a readjustment of the Subsidies paid to us by the Federal Government. The Government takes the position that if we lose the lands in which we hold a proprietary interest then we are entitled to reasonable compensation.

The Government will endeavour to secure an early settlement of the Fishery claims which are outstanding against the Federal Government. Negotiations have been carried on for some time past and we have within the past few months reason to hope for an early settlement. These claims are of many years standing and should have been adjusted long ago. I believe the claims put forward by this Government are reasonable, and I shall urge in the strongest manner possible for their adjustment. If

the Administration is continued in power, we will foster in every reasonable way the establishment of large pulp and paper mills in the Province; were a considerable portion of our annual cut of lumber manufactured into pulp and paper it would bring into the Province a large amount of capital, it would create employment for thousands of men and would greatly increase the wealth and population of New Brunswick. The Government will exert every effort to protect our timber wealth and foster the preservation of the timber industry.

If successful in the coming contest we will put into effect immediately the Act passed at the recent Session of the Legislature to assist in the settlement of farm lands. This measure was aimed to encourage young men in New Brunswick to settle here instead of seeking a home elsewhere, and also to secure settlers from outside the Province. Our policy of ready-made farms will help to increase the agricultural population and add to our agricultural wealth which, in turn, will bring prosperity to our towns and villages and promote the business interests of the country. We appeal to the electors of the Province with the utmost confidence. This Administration has fairly collected the revenue due to the Province, it has honestly expended the revenues with which we have had to do. Though our opponents charge us with waste and extravagance, they depend solely on charges of a general nature, and when they have the opportunity, as they have every year, of examining the expenditures in detail in the Public Accounts Committee, in no single case have they been able to put their hand upon waste or extravagance.

During the ensuing term, if charged with the responsibility of administration, nothing will be left undone by us to encourage the development of the wealth and resources of the Province, and while the Administration will continue to be prudent we will not fail to be progressive. I believe our Province has entered upon a period of great prosperity and advancement; the Government will do its share in bringing about increased prosperity to every section and to every class within the Province.

The Government entered the contest with every prospect of success—not the least element in a Maritime Province election being the fact of the Government in power at Ottawa having the same political sympathies. The St. John *Globe* (Ind. Lib.) of May 25th had already declared that "the outlook is most favourable to the Provincial Administration; and, indeed, it is no easy matter to find any substantial reason why it should be otherwise. Without any fireworks or meteoric displays, Mr. Flemming has attended to the important duties that are entrusted to him. He has proved himself deeply interested in all those concerns of the Province which are within the control of the local Administration, and he seems to have a Cabinet in which there is a reasonable spirit of harmony." Mr. Flemming made a number of speeches in the ensuing campaign. He was at Hartland on June 1, at Campbellton on the 4th, at Shediac on the 6th, at Woodstock on the 13th, at Fairville and in St. John on the 14th and at other points on other dates.

His Ministers took their share of the work and Mr. Hazen, Federal Minister of Marine and Fisheries, spoke at St. John on June 7th and reviewed the legislation and work of the Government during his period of administration. He was also at Sussex on the 17th. Two points made in the Conservative speeches included the statement that Liberals, in speaking of the increased Debt, did not refer to a floating debt of $215,781 inherited from the Liberal Government, to an entry

giving $115,568 of fictitious value to the Central Railway, or to the International Railway Subsidy of $143,700 not charged in the Public Debt by the preceding Government; another was the claim that corrected figures of revenue under Liberal Government in 1904-8 showed a total of $4,134,070 with 3·7 per cent. expended upon Agriculture and Immigration—the total for the present Government in 1908-11 being $5,018,082 with 4 per cent. expended in that connection.

Mr. Copp's campaign was vigorous and hopeful in tone whatever may have been the actual expectations—Senator G. G. King, a veteran Liberal, predicting on May 28th a majority of 10 for Mr. Copp. The Premier's Manifesto was described by the Liberal press as a dreary and futile document, the Government's record as one of blundering and extravagance, the Valley Railway as probably not to be built north to Grand Falls, the Public Debt as having increased a million dollars in four years of office, the Government itself as being too closely identified with C.P.R. interests. The Opposition Leader spoke at Riverside on May 28th, at Andover on June 10, at Milltown on the 11th and at various other places. Mr. Copp had the active support of Hon. Wm. Pugsley, formerly Liberal Minister of Public Works at Ottawa, Hon. H. R. Emmerson, M.P., F. B. Carvell, M.P., and other Federal friends. Mr. Emmerson spoke at St. George on June 14th and Mr. Pugsley at Hampton on the 8th when the following statement was made: "Mr. Hazen fails to tell the people that he dealt the City of St. John a cruel blow by refusing to accept the tender of Cammell, Laird & Co. for the building of eleven Canadian battleships at Courtenay Bay. The sum of $100,000 was on deposit with the tender of this firm, and Mr. Hazen returned the money."

On June 4th Mr. Copp issued a long Manifesto in which his attack upon the Government was vigorous and his pledges numerous. He dealt with the Public Debt increase of $1,057,960 in four years *plus* the receipt of $520,000 more in Dominion Subsidies and also increased revenues; with an alleged Government subserviency to great Railway corporations in the two Railway contracts of the year; with an assumed danger that the Government might build the Valley Railway, not from Grand Falls, but from a point on the Maine border 40 miles below that place; with the decreased population of the Province and the special requirements of the farmers; with asserted partisan administration of the Highways Act and the impotence of the Audit Act. As to the rest he submitted the following platform which his Administration, if formed, would carry out:

Advancement and betterment of Agriculture by introducing legislation with a view to assisting Provincial farmers who lack the necessary capital to bring their lands up to a satisfactory productiveness—such assistance to be by financial aid under proper safeguards, by long-term loans upon the Provincial credit, at a low rate of interest and easy terms of repayment—thereby increasing development and production and encouraging our farmers and their sons to remain in the Province; by associating a practical farmer with the administration of the Department of Agriculture; by abolishing unnecessary offices in the Department of Agriculture so that the appropriations therefor may serve their purpose and no

longer be largely wasted in the salaries and travelling expenses of useless officials; by aiding the establishment of cheap rural telephone services throughout the Province.

We will also remove the administration of the roads absolutely from politics, and place the expenditure of the road moneys directly in the hands of the people, thereby abolishing the waste of the moneys passing through expensive and unnecessary officials; we will provide for the taxing for school purposes of granted forest lands lying contiguous to school districts (which now escape taxation) thereby improving the schools of remote and depopulated sections, and relieving from the present excessive rates the farmers who remain upon the land in these districts; we will, except in cases of imperative urgency, put up all public works to tender and award the contract therefor to the lowest bidder; we will provide in all Government contracts conditions to secure the payment of such wages as generally are accepted as current in each trade for competent workmen in the district where the work is carried out; this to apply also to work undertaken by the Government which is done by necessary day's work.

We will keep ordinary expenditures of the Province within the ordinary revenues; we will undertake a re-survey and valuation of the Crown lands of the Province and to provide for the conservation of our forest revenue under the direction of scientific Foresters; we will promote and encourage the colonization and settlement of the Crown lands, which are adapted to agriculture; we will amend the mining laws of the Province in the interests of *bona fide* development and to prevent the holding of mineral areas by speculators; we will not permit any legislation or Departmental regulation to interfere with the customary privileges of the fishermen respecting the oysters, clam and quahaug beds along our shores, or support the creation of any monopoly in such oyster, clam or quahaug fisheries to the injury of the small fishermen.

We will introduce legislation to set aside certain streams, lakes and rivers, wherein the residents of this Province, upon the payment of a nominal license fee and subject to proper regulations, may have the right to fish; we will give careful attention to the development of the various water powers of the Province under Government control with a view to transmitting and supplying electricity at actual cost to manufacturers, farmers and others who might, with advantage, use this modern source of heat and power; we will no longer permit the granting of these valuable water-powers and franchises to Companies for the purpose of private speculation and to be held for gain against *bona fide* manufacturing interests seeking cheap power.

The Temperance question was only a slight issue in the contest. The Temperance Federation sent a request to all candidates to sign a pledge in support of Prohibitory legislation and amongst those who signed were I. N. Killam, C. M. Leger, S. H. Flewelling, G. N. Pearson and J. W. Kierstead—all Opposition candidates. Mr. Kierstead made a vigorous effort to carry St. John on this issue and was warmly endorsed by the Federation. An incident of the campaign included a Manifesto issued by J. L. Stewart, L. Doyle and F. D. Swim, Opposition candidates in Northumberland, denouncing certain alleged efforts by Hon. Mr. Morrissy in opposing the nomination of Mr. Swim, who was described as a Conservative, and in offering the Government nomination to J. P. Burchill, a well-known Liberal; criticizing "the land-grabbing lumber kings" of the County who were said to be supporting the Government and declaring that they (the candidates) would, if elected, be "no tame followers" of the Government of the day. On June 20th the issue was decided with an almost complete

sweep for the Government which, in the previous House, had stood 34 to 12. It may be added here that the representation had been increased to 48. Of the Opposition candidates only two Liberals in Madawaska and two Conservative-Independents in Northumberland were elected. Mr. Copp was defeated in Westmoreland with 523 votes less than the lowest on the Conservative ticket. A number of old-time Liberals such as G. W. Upham, O. J. LeBlanc, C. H. LaBillois, G. W. Kimball, J. F. Tweeddale and C. M. Leger shared in the Party disaster. W. E. Foster and F. J. G. Knowlton, two prominent St. John Liberals, were defeated by large majorities; L. P. D. Tilley, K.C., another prominent citizen of St. John, coming in as a new Conservative Member. The candidates and those elected were as follows:

Constituency.	Government.	Opposition.	Elected.	Politics.
Albert	Walter B. Dickson.	Dr. J. Lewis	W. B. Dickson	Cons.
Albert	G. D. Prescott	W. J. Carnwath	G. D. Prescott	"
Carleton	Hon. J. K. Flemming	G. W. Upham	Hon. J. K. Flemming	"
Carleton	Donald Munro	Chas. L. Smith	Donald Munro	"
Carleton	George L. White	F. R. Shaw	George L. White	"
Charlotte	Hon. W. C. H. Grimmer	H. McAllister	Hon. W. C. H. Grimmer	"
Charlotte	Hon. G. J. Clarke	H. W. Mann	Hon. G. J. Clarke	"
Charlotte	H. I. Taylor, M.D.	G. M. Byron	H. I. Taylor	"
Charlotte	Scott D. Guptill	D. Gillmore, Jr.	S. D. Guptill	Govt.
Gloucester	A. J. H. Stewart	J. P. Byrne	A. J. H. Stewart	Cons.
Gloucester	J. B. Hachey	S. R. Leger	J. B. Hachey	"
Gloucester	J. A. Witzell	P. J. Veniot	J. A. Witzell	"
Gloucester	M. J. Robichaud	J. G. Delgarde	M. J. Robichaud	"
Kent	Hon. D. V. Landry.	O. J. LeBlanc	Hon. D. V. Landry.	"
Kent	T. J. Bourque, M.D.	C. Atkinson	T. J. Bourque, M.D.	"
Kent	J. Sheridan	A. Bordage	J. Sheridan	"
Kings	Hon. J. A. Murray.	Dr. G. F. Pearson.	Hon. J. A. Murray.	"
Kings	Geo. B. Jones	S. H. Flewelling	Geo. B. Jones	"
Kings	H. C. Dickson	O. V. Wetmore	H. C. Dickson	"
Madawaska	Chas. Cyr	L. A. Dugal	L. A. Dugal	Lib.
Madawaska	M. D. Cormier	J. H. Pelletier	J. H. Pelletier	"
Northumberland	Hon. J. Morrissy	L. D. Doyle	Hon. J. Morrissy	Govt.
Northumberland	D. P. McLachlan	F. D. Swim	F. D. Swim	Ind. Cons.
Northumberland	W. L. Allain	(None)	W. L. Allain	Cons.
Northumberland	J. Betts	J. L. Stewart	J. L. Stewart	Ind. Cons.
Queens	H. W. Woods	I. W. Carpenter	H. W. Woods	Cons.
Queens	A. R. Slipp	G. H. King	A. R. Slipp	"
Restigouche	A. Culligan	C. H. LaBillois	A. Culligan	"
Restigouche	D. A. Stewart	A. E. G. McKenzie	D. A. Stewart	"
St. John City	Hon. J. E. Wilson.	W. E. Foster	Hon. J. E. Wilson.	"
St. John City	L. P. D. Tilley	F. J. G. Knowlton.	L. P. D. Tilley	"
St. John City	C. B. Lockhart	J. W. Kierstead	C. B. Lockhart	"
St. John City	Phillip Grannen	W. J. Mahoney	P. Grannen	"
St. John Co.	J. B. M. Baxter	A. F. Bentley	J. B. M. Baxter	"
St. John Co.	T. B. Carson	A. Anderson	T. B. Carson	"
Sunbury	P. Glasier	G. W. Kimball	P. Glasier	"
Sunbury	G. A. Perley	M. A. Smith	G. A. Perley	"
Victoria	J. L. White	J. F. Tweeddale	J. L. White	"
Victoria	T. J. Carter	J. Burgess	T. J. Carter	"
Westmoreland.	W. T. Humphrey.	A. B. Copp	W. T. Humphrey.	"
Westmoreland.	O. M. Melanson	G. M. Leger	O. M. Melanson	"
Westmoreland.	F. B. Black	I. N. Killam	F. B. Black	"
Westmoreland.	P. G. Mahoney	F. Magee	P. G. Mahoney	"
City of Moncton	Dr. O. B. Price	F. C. Robinson	Dr. O. B. Price	"
York	Hon. H. F. McLeod.	G. F. Burden	Hon. H. F. McLeod.	"
York	J. K. Pinder	W. J. Osborne	J. K. Pinder	"
York	J. A. Young	W. Limerick	J. A. Young	"
York	O. E. Morehouse.	A. Little	O. E. Morehouse	"

Mr. Flemming at once issued an expression of thanks to the Electors for their "splendid endorsation" of the Government and answer to the misrepresentations of its opponents. Conservative comments outside of the Province devoted much attention to what was considered a blow at Mr. Pugsley and his alleged dominance in New Brunswick Liberalism; much was made also of the defeat in Gloucester of P. J. Veniot, who claimed to specially represent the Acadians and of the campaign work done amongst the French people by Laetare Roy, a Liberal from Lévis, Quebec.

Immigration, Education and Temperance in New Brunswick

The best way to encourage Immigration was a subject of much consideration in the Province during 1912 accentuated, as it was, by the Census returns which showed an increase in population between 1900 and 1910 of only 20,769 or 331,120 to 351,889. Early in the year efforts were made to bring together representatives from the 22 Boards of Trade in the Province, the 115 Agricultural Societies, the Town Councils and County Councils, and the whole Membership of the Legislature and of the Fruit and Farmers and Dairymen's Associations, in a Conference on the subject. The St. John and Fredericton Boards of Trade had the arrangements in hand and on Mch. 8 the meeting took place at Fredericton with every County and town of importance represented. J. T. Jennings presided with Bishop Richardson, C. H. McIntyre of Boston, Mr. Premier Flemming, W. Leonard Palmer of London, Wm. Stitt and George Ham of the C.P.R., amongst the speakers.

Mr. Stitt corrected the idea that Western harvest excursions were depleting New Brunswick of its population. Of 1,500 people who went West in 1911 75 per cent., he said, returned. The Census showed only 4,000 New Brunswickers in the West, while at the same time there were 50,000 New Brunswickers in the New England States who had gone there at the rate of 3,000 a year. A chief subject of discussion was that of ready-made farms for immigrants administered by a Commission with Government loans. It was presented by Mr. McIntyre who described the plan as being discussed also in the State of Massachusetts. Later in the year the Government took up this matter and passed legislation along the lines discussed. Some of the practical suggestions made by the speakers and upon which the Delegates set the seal of approval were the following: (1) Organization of a New Brunswick Publicity League with membership fees to be used for advertising the Province; (2) Business men's excursions to New Brunswick from Ontario and the West, to be arranged through the Boards of Trade; (3) a Central Bureau for giving information to newly-arrived immigrants with officials to visit the latter and give advice; (4) Immigration officials to take legal options on lands for disposal to newcomers; (5) an Agricultural Loan Commission to assist new settlers in the Province; (6) the establishment of improved flour mills to encourage wheat growing.

On Apl. 17 Mr. Bowder, Provincial representative in London, stated at St. John that since Feb. 1st upwards of 150 new settlers had

been located in New Brunswick and that in the next 20 days about 250 more would arrive in St. John and be distributed about the Province. "The number of immigrants coming to the Province this year will be large," he added. "We will have small parties coming out till next October. Among the new settlers are quite a number of Old Country farmers with sufficient money to take up lands as soon as they get a little experience. Some of them have $10,000 or more. Interest in New Brunswick is growing but the competition for desirable settlers is keen. If you take the Immigration Offices of the Federal Government, the other Provinces, and the big Railways, there are 200 men engaged in trying to get immigrants for Canada—most of them only interested in the West. All the booking agents, too, are interested in the West, because the farther they can send a man the bigger is their commission from the transportation companies." Tourist travel during the year was very heavy and much good work was done by the N. B. Tourist Association of which Frank B. Ellis, St. John, was on Jan. 29 elected President. Special articles by visitors in the *Financial News,* London, in the Belfast *Telegraph* (R. H. H. Baird), in the London *Standard* by W. Percy Thomson, eulogized New Brunswick's beauty of scenery, fertility of soil, nearness to Britain, pleasantness of climate. Following the announced intention of the Dominion Government to co-operate with the Province in this connection A. B. Wilmot was appointed Dominion Immigration Agent for the Province and he took up the ready-made farm plans with energy.

Education made satisfactory progress during the year ending June 30th, 1912. The enrollment of Dec. 31, 1891, was 56,217 with a percentage of attendance during the full term of 59·82; in December, 1911, the enrollment was 61,514 and the attendance percentage 72·23. This latter was the best year on record as to attendance but 1911-12 showed a further increase. The schools in the 1st Term numbered 1,921 and in the 2nd 1,906; the teachers 2,005 and 2,015 respectively; the pupils 61,514 and 63,564 respectively. The proportion of the population at school was 1 in 5·72 and 1 in 5·53; the boys numbered 30,278 in the 1st Term and 32,061 in the 2nd; the girls were, respectively, 31,236 and 31,501; the total percentage of attendance was in the one Term 72·23 and in the other 63·89. It is interesting to note that in the Common Schools sewing and knitting were optional and only taken by a few hundred pupils and that Latin and French—also optional—were not largely taken. Physical exercises and Lessons in Morals were compulsory. Salaries of Teachers were steadily increasing as the following table of average amounts shows:

Class of Teacher.	1902.	1912.	Increase.
Grammar School	$954 54	$1,098 79	$145 25
Superior School	569 41	728 46	159 05
First Class—Male	510 59	683 54	172 95
Second Class—Male	286 39	363 40	77 01
Third Class—Male	220 85	282 60	61 75
First Class—Female	315 25	408 79	93 54
Second Class—Female	232 38	300 26	67 88
Third Class—Female	180 51	234 16	53 65

The 24th meeting of the N. B. Educational Institute was held at Fredericton on June 27-28 and a Resolution passed declaring that all teachers who had taught 20 years and upwards and who were unable to continue in their work should receive as many seventieths of their average annual salary for the last five years as their years of service. It was also stated that the course of instruction in the Public Schools was being steadily enlarged "without a proportionate increase of opportunity being given the instructors to teach the more crowded curriculum," and a Committee of teachers was appointed to deal with the matter.

The University of New Brunswick had a year of progress. Its students in 1911-12 totalled 159 with 31 men and 27 women in the Arts Course, 81 men in Engineering, 17 in Forestry, and 3 in special courses. The graduates numbered 42 and their standard was described as exceptionally high in both character and scholarship. The only change in the staff was the appointment of R. K. Gordon, M.A., as Professor of English. The Chancellor, Dr. C. C. Jones, in his annual Report, stated the special needs of the University and added: "If the annual grant from the Legislature were to be increased to $20,000, a very moderate expenditure and one which would represent an increase in the grant for University purposes of but $2,000 a year, the University would of itself in a few years be able to undertake to pay for the construction of a suitable laboratory building and so relieve the present congestion for some years to come." At its 112th Encoenia on May 16th the University had the largest graduating class in its history, and conferred the Hon. degree of LL.D. upon Hon. Josiah Wood, Lieut.-Governor, and upon the Rev. T. W. Street of St. John who had graduated in 1851. The Alumni oration was given by Hon. George E. Foster. At the close of the year Arthur N. Carter of Rothesay was appointed a Rhodes Scholar. At the University of Mount Allison, Sackville, the students in 1911-12 numbered 130 and the graduates 50. During the annual Exercises on May 28th President B. C. Borden announced the need of a new Endowment Fund of $200,000. Half of this had already been subscribed. When visiting the West a little later Mr. Borden received a subscription of $2,500 from E. S. McQuaid of Edmonton. In the subsidiary Mount Allison Academy, the student enrollment of 1912 was 162 and in the Ladies College 406 with 205 in residence. Of the latter Rev. Dr. G. M. Campbell was appointed Principal during the year. The Hon. degrees conferred were D.D. upon the Rev. Wm. Harrison of Charlottetown and the Rev. Mark Fenwick of St. John's, Newfoundland; and LL.D. upon the Rev. George J. Bond, B.A., of Halifax. St. Joseph's University, Memramcook, had 23 graduates.

In Temperance matters there was not a great deal to record. On Feb. 23rd the organized forces of the Province in this connection waited upon the Government and presented for its consideration a Bill outlining complete prohibition of the sale of liquor in the Province. In the event of this not being acceptable certain amendments to the existing Liquor laws were urged.

Mr. Premier Flemming, in his reply, made no promises and stated the Government's policy to be a rigid enforcement of existing laws. "In order to bring about a better enforcement of the law the Government appoints sub-inspectors whose duty it is to assist the enforcement of the law under the new conditions created by the closing of saloons by proclamation. Under the amendments adopted by this Government there has been a rapid change for the better and the licensed saloons have been abolished in many districts." In Newcastle on Nov. 29th a meeting stated by Resolution that there was "constant and flagrant violation" of the Scott Act and the Town Council was urged to amend matters. During the Elections an effort was made to pledge candidates to complete Prohibition but all the Liberals who signed the document were defeated. Of the organizations J. Willard Smith of St. John was re-elected President of the N. B. Temperance Association and S. B. Bustin of St. John, was chosen G.W.P. of the Provincial Sons of Temperance.

Resources and Development in New Brunswick

There was an air of expansion about New Brunswick conditions in 1912, a degree of development, which promised much for the future. Reviewing the Province generally, Lieut.-Col. T. G. Loggie, Deputy Surveyor-General, told an English paper on July 27th that "Lumbering is the principal industry of which we have charge, spruce being the chief wood cut and exported, for the most part, to England in the shape of deals. Then we have also under this Department the Mining industry and the Game. New Brunswick is probably the best sporting ground in Canada—I might almost say in America—for big game, consisting of moose, caribou, deer, etc. The game has increased wonderfully during the last ten years and a sportsman is assured of getting all the sport he wants if he comes to New Brunswick. The season opens on Sept. 15 and lasts till Nov. 30. New Brunswick is not, generally speaking, a mining country, but at the present time there is great expectation of the shales now being opened in Albert County. These shales have been thoroughly examined by the Geological Survey of Canada and have been pronounced to be even better than the same shales found in Scotland and superior to those of France; so that a considerable industry is likely to arise. Then there is an oil and natural gas industry now being exploited by the Maritime Oilfields, Ltd., an English Company which has already laid pipes into the City of Moncton and intends to extend the piping to the City of St. John, 90 miles away. The coalfields at Grand Lake are being opened up by Sir Thomas Tait, who is building a railway connecting with these mines to Fredericton, a distance of about 35 miles. The Canadian Pacific Railway have contracted for a large quantity of this coal and a big industry is in prospect."

At a banquet given by L. P. D. Tilley in St. John on Jan. 4 it was stated that St. John was going to be the New York of Canada and an elaborate list of local projects and forthcoming expenditures was given which included new C.P.R. freight warehouses and Harbour front development in general; a new wharf on the West Side costing $1,000,-

000 and preliminary expenditures on Courtenay Bay improvements totalling $9,000,000; the contract for Valley Railway signed, costs of constructing Permanent bridges in connection therewith guaranteed by Dominion Government and total estimated expenditures of $9,000,000; new Post Office under erection and the Drill-shed nearing completion; various industrial extensions announced and three Transcontinental Railways centreing in the City. The press announced an estimated expenditure within a year and a half, in or near the City, of $36,000,000.

The Agreement between the Dominion Government and Norton Griffiths Ltd. for the construction of dry-docks, breakwaters and other large harbour works in Courtenay Bay, was approved by Order-in-Council on Feb. 13 and involved an expenditure of $7,500,000 on Harbour facilities and $4,000,000 on the proposed Dry-dock. At a Board of Trade banquet given Mr. Norton-Griffiths, M.P., on Apl. 1st he made a most optimistic speech as to the future of the City and Province, endorsed the statements as to St. John becoming another New York and estimated the total cost of the Dry-dock, alone, at $9,000,000. Mr. Burton Stewart, Managing-Director of the Company, also spoke and predicted an iron and steel industry for St. John employing at least 2,000 men. On July 11 the Courtenay Bay work was formally inaugurated with addresses from the Lieut.-Governor, the Provincial Premier, Mayor Frink, Hon. W. T. White, Federal Minister of Finance, Hon. J. D. Reid and Hon. Wm. Pugsley, M.P. Mr. White reviewed the situation as follows:

> **Let us try to visualize the importance of this work when it is completed and made ready for the traffic of the Dominion. You have out there the Sea, open all the year round to the shipping of all nations, and free of tolls. You will have a great breakwater which will form a commodious basin, a magnificent haven for ships. You will have a splendid Dry-dock, one of the largest in the world. You will have beyond that a large ship-repairing plant, and beyond that in the not remote future you may have blast furnaces, and I believe all the huge structures and machinery of great steel-making and ship-building industries. On the other side of the Bay you will have two great piers, affording accommodation for the biggest ships in the world, and alongside of them you will have the terminals and works of the Intercolonial, the Grand Trunk Pacific and Canadian Northern. You will see great elevators rising there and a vast flood of grain from the West pouring into the hungry holds of the waiting ships. On the West Side of St. John you will have the terminals of the C.P.R. a marvel of effort by the greatest railway corporation in the world.**

Meanwhile there were other developments. An interesting feature was the increasing volume of American exports which the C.P.R. diverted to the Canadian route from the ports of Boston and New York. In the winter season of 1911-12 a little over $12,000,000 worth of American goods passed through St. John *en route* to the markets of Europe. Of this amount $6,450,000 represented dressed meats, practically all from Chicago, and lard shipments in hand accounted for $2,482,694, while manufactures totalled $2,098,317. In this connection, it may be added that during the year 1898-1899, 61 vessels bound for trans-atlantic ports cleared from the Port of St. John; in 1910-1911 122 vessels so cleared. Exports from the

Port increased by nearly two millions each year in the previous twelve years; the strength of the fleet sailing from St. John increased by five vessels each year; the tonnage of vessels using the Port trebled within 10 years; Bank clearings in the City increased by nearly four millions a year in ten years.

During 1912 steady progress was made with the St. John Valley Railway; the Gibson-Minto Line was expected to be in operation by 1913; the New Brunswick section of the National Transcontinental had a limited portion in service; a grain elevator for the C.P.R. was under construction at St. John where, also, several new manufacturing industries got underway. Little wonder that O. S. Crocket, K.C., M.P., told a Toronto audience on Apl. 15 that "the days of stagnation or retrogression in New Brunswick are past. She is on the eve of the greatest development of her history. Watch her, and I am no prophet if you do not find that her record of the next ten years marks one of the most conspicuous features of the growth of Canada." Agriculture and other industries made progress, also, during the year. Mr. Crocket, in the above-mentioned speech, stated that agriculture was still the chief resource of the Province but that, so far, only 1,400,000 acres were under cultivation out of 13,500,000 acres which surpassed in fertility any other land in Eastern Canada. "Experts pronounce New Brunswick to be one of the best mixed-farming countries in the world."

Next in importance was the Lumber industry the possibilities of which were shown by the fact that 7,000,000 acres of timber limits—a quarter of the whole Province—were still unalienated from the Crown. Its Fisheries were the third chief asset of New Brunswick, yet they had no more than touched the fringe of what might be developed. Mineral development had grown in late years to be a most important factor in the Province. "Great wealth," added Mr. Crocket, "is being unearthed in bituminous coal fields, gypsum deposits, iron-ore, natural gas, oil wells and shales. The iron deposits are the largest in Canada and the gas wells produce the finest gas in America, capable of filling the light and power requirements of the entire Province. The oil shales, however, are the most valuable mineral asset of all. They yield from 40 to 60 gallons to the ton, in comparison with 27 gallons obtained in the shales of Scotland where such profits have been made that stock in the Companies is worth fifteen times its par value. Ammonia, gypsum, cement and fertilizer are by-products of the shales and the possibilities are almost incalculable."

During 1912 a Government Experimental Farm was got under way and also a C.P.R. Demonstration farm while this Railway, at the close of the year, stated its intention to co-operate with the Provincial Government in bringing Immigrants into the Province and to otherwise help in its development. The Act prohibiting Pulp-wood export from Crown lands went into effect on Aug. 1st and announcement was made that the Grand Falls Company of which Sir W. C. Van Horne was President would spend between $5,000,000 and $7,000,000 in developing the power and erecting great pulp and paper mills at Grand

Falls. There was, however, a falling off in lumber shipments from the Province to European markets—the figures being 245,806,682 square feet as against 285,981,379 feet in 1911. Demand for tonnage and high freight rates turned the mill-owners' attention for the time to the United States market.

To return to Agriculture it was pointed out in an official publication at this time that the West was no longer the only Canadian attraction in this respect and that longing eyes were being turned to New Brunswick with its moderate and pleasing climate, its abundance of cheap, fertile agricultural lands, its unexploited mineral wealth, its many railways, streams, beautiful valleys and upland slopes, and its dominating and masterful position on the Atlantic seaboard of Canada. "Already many people are coming back from the West to make their homes in New Brunswick and capital is being applied to its agricultural and industrial development." The Report of the Sheep Commission appointed by the Laurier Government had much to say of this Province and the raising of Live-stock was urged as the best agricultural policy for such of the farmers as were not close to a Railway. W. T. Ritch, one of the Commissioners, stated (Jan. 30) that sheep-raising would be the most profitable branch of farming operations in the Maritime Provinces if conducted properly. The climatic conditions and the geographical situation combined to this end and, with proper care, the raising of mutton and the growing of wool could be made to re-populate deserted farms, draw new settlers to the Province and add to the prosperity of all classes of agriculturists.

According to the Census returns for 1910 horses increased in number from 61,789 to 65,458 in ten years, but milch cows decreased from 111,084 to 108,532, other horned cattle from 116,112 to 113,659, sheep from 182,524 to 158,216 or a total of 13 per cent. The number of swine increased by 70 per cent. in the decade. The average value of horses in 1910 was $121.75, of milch cows $31.80, of other cattle $12.32, of sheep $3.34 and of swine $7.45; in 1901 the average value of horses had been $69.79, milch cows $20.85, other cattle $10.07, sheep $2.95 and swine $7.76. The number of weeks of hired labour on farms in 1910 was 102,784 and the value $813,169 being an average wage per week of $7.91 as compared with 158,348 weeks in 1900 with a value of $842,253 and an average wage of $5.32 or an increase of nearly 50 per cent. in farm wages per week in ten years. The value of land owned in 1900 was $22,329,482 and in 1910 $33,079,397, of Buildings, respectively, $16,379,456 and $31,469,227, of Farm Implements $3,662,731 in 1900 and $6,024,612 in 1910; of Live animals (including poultry) $8,953,628 and $14,351,273 respectively; of Field crops $7,740,100 and $10,990,453; of Dairy products $2,260,537 and $7,231,224 respectively; of animals slaughtered on farms $1,160,783 and $1,431,416.

According to Federal figures for the year 1912 the chief crops were as follows: Spring wheat 225,000 bushels valued at $169,000; Oats 5,359,000 bushels worth $2,840,000; Buckwheat 1,474,000 bushels worth $914,000; Potatoes 7,387,000 bushels worth $3,103,000; Tur-

nips, etc., 2,506,000 bushels worth $802,000; Hay and clover 826,000 tons valued at $8,359,000; a total of field crops worth $16,300,300. Other Agricultural incidents of the year included the estimate by W. W. Hubbard, Secretary of Agriculture, that a City man whose moderate living cost him $1,270 a year could live in the same comfort on a farm for $510; the tour of the Province by F. C. Nunnick, B.S.A., and John Fixter, under the Commission of Conservation, to establish Illustration Farms and organize Agricultural Improvement Associations; the statement that in two years 100,000 new fruit trees had been set out in the Province and many old orchards made profitable; the statement of C. M. McRae, appointed by the Dominion Government to look into Sheep-raising matters, that "in New Brunswick there is everything needed for making the industry a success. The farm lands throughout the Province are in every way suitable, as is the climate, and the farmer who makes this a specialty can get good markets"; the application by the Norton-Griffiths Co. to the Farm Settlement Board for 20 farms situated near together with the promise of immediate settlement; the fact that the Boards of Trade of St. John, Moncton and Woodstock subscribed funds to establish commercial orchards near those cities while several other Boards pledged themselves to take similar action; the election of L. H. S. Smith of Albert as President of the Farmers and Dairymen's Association, of C. N. Vroom as President of the N. B. Fruit Growers Association, and of J. Fraser Gregory, St. John, as President of the Provincial Forest, Fish and Game Association.

In Mining matters the Canada Iron Corporation, Ltd., added to their plant a large concentrator and treated during 1912 30,500 tons of ore; there was a production of 101,430 gallons of crude oil by the Maritime Oilfields Ltd. and natural gas piped into Moncton and Hillsborough and under installation on the Intercolonial for power and other purposes; gypsum was under manufacture at Hillsborough and 130,000 barrels of plaster sold by one Company; Dr. Von Hagan of the North Shore Railway and Navigation Co. had 60 men getting out coal at Beersville, 20 miles from Moncton, and ordered machinery for brickmaking. He stated on Aug. 23 that New Brunswick had better raw material for manufacturing clay products than was found elsewhere in Canada, or in the Eastern States outside of New Jersey. He also believed natural gas would be found near his mine and that it would be obtained within 15 miles of St. John. Other incidents were the proposal of the Maritime Oilfields Ltd. to pipe natural gas from Albert County to St. John; the organization of the Minto Coal Corporation, with $400,000 capital, by Sir Thomas Tait and the taking over of various mining properties in Queen's County with, it was claimed, a supply of coal in this district totalling 100,000,000 tons; the construction work on the New Brunswick Shales Co. plant in Albert County costing $2,000,000; the operations of the Vernon Consolidated Mines Ltd., in copper mines and coal areas in Queen's County, with Senator R. H. Pope as its President.

In Manufactures New Brunswick development was steady and satisfactory. The British Manufacturers during their visit were greatly impressed with its possibilities in this respect—one of them, J. Stark Browne of London telling the press on Aug. 17 that "in certain districts, such as Moncton and St. John, we saw distinct signs of awakening, and I should not wonder if in the future those two towns should develop into great and important centres of industry. I was particularly struck with the position of St. John, with its harbour open all the year round, and the great railroad corporations entering it from all sides, and I do not see what is to prevent the growth there of a business centre which may probably, in the future, rival Montreal itself." The Census returns for 1910 showed St. John as having a product in 1890 of $8,131,790, in 1900 of $6,712,769; in 1910 of $10,081,667 and Moncton as producing $1,973,536 in 1890, $1,291,036 in 1900 and $3,233,565 in 1910. The total number of establishments in New Brunswick was 919 and the employees 22,158 in 1900 with 1,158 factories and 24,755 employees in 1910; the Capital invested was $20,741,170 and $36,125,012, respectively, and the value of products $20,972,470 and $35,422,302. Of miscellaneous matters, the Clearing-house figures of St. John in 1911 were $77,328,-182 and in 1912 $88,969,218; the Railway mileage of the Province in 1912 was 1,545 with 447 miles under construction; the Fisheries product of 1910-11 was $4,886,157 or an increase of $752,013.

Administration, Finance and Education in Nova Scotia

There was no change during the year in the governing circles of this Province. The Murray Government, fresh from the Elections of 1911, and with 25 supporters in the Assembly to 13 Conservatives, pursued the even tenour of its way with but few ripples upon the surface of public affairs. Mr. G. H. Murray had been Premier since 1896 and at this time was paying special attention to Agriculture and the promotion of Immigration. To an English journal's correspondent (Apl. 18) he said: "Any farmer who really knows his business can make good in Nova Scotia. We have a large industrial population that needs to be fed, and our native farmers are not sufficiently numerous to supply the greatly increased demand for farm produce. Farmers are most cordially welcomed here. They find our country people warm-hearted and sociable, and willing to help the new-comer in every possible way. The habits and customs of Nova Scotians, though necessarily different in some minor particulars from those of the Old Country, are yet in the main exceedingly like, and for the most part identical with, those of Great Britain. I believe I am correct in saying that no experienced farmer who has bought a homestead in Nova Scotia and settled on it with his family could be persuaded to return to his native land."

The financial statement of the Treasurer (Hon. G. H. Murray) for the year ending Sept. 30, 1911, showed total Receipts of $1,625,653. The chief items were $165,480 from Interest account; $647,606 from Mines and $82,854 of revenue from Charitable institutions; $610,460 from Dominion Subsidy and $41,649 from Succession duties. The

Expenditure was $1,790,778 of which $75,779 went to Agriculture and $303,762 to Debenture interest; $327,316 was expended on Education, $21,531 on Industries and Immigration and $88,257 on ordinary Interest; Legislative expenses totalled $63,689, Miners' Relief Societies received $19,478, and Mines $42,890; $53,998 was expended on the Nova Scotia Technical College and $226,955 on Hospitals, Sanitariums, etc.; Roads were responsible for $226,668, Sinking funds for $42,241 and Steamboats, packets and ferries for $73,642. The Capital expenditure was $170,502 of which $115,735 went for Bridges. The total revenue, therefore, was $1,625,653 and the total expenditure $1,961,280. The Liabilities of the Province at the date mentioned were $10,693,689 with Assets of $6,173,703, of which $4,596,372 were Mortgages held on the Halifax and South Western Railway and its branches. The estimated Receipts for the year ending Sept. 30, 1912, were $1,790,326 and the estimated Expenditures $1,785,765.

Of Departmental Reports received by the Legislature during the year, Hon. E. H. Armstrong presented that of the Nova Scotia Hospital, with its 458 patients on the register, and of the various Public Charities; he submitted the Department of Mines' statement showing the production of minerals as increasing in all Provincial branches and the shipments of coal to Quebec as 280,000 tons more in 1911 than in 1910; another Report of his Department traced the gradual growth of the Provincial Museum and Science Library at Halifax while Roderick McColl, Provincial Engineer, submitted a statement as to Railways showing ten Companies and 647 miles under the jurisdiction of the Province and one as to Bridges throughout Nova Scotia which showed a total appropriation of $3,215,779 and expenditure to Sept. 30, 1911, of $2,937,232. The Factories Inspector reported to Mr. Armstrong 902 accidents in the year of which 12 were fatal, and 273 severe, and dealt with various phases of industrial life in the Province. The Road Commissioner dealt elaborately with roads and their construction in other Provinces and countries and with Provincial bridges.

The Hon. G. H. Murray, Premier, presented the Department of Agriculture Report showing a series of publications covering, in instructive form, various matters of interest to farmers; describing the campaign waged against the brown-tail moth by special officials and the success of the Field Crops competition; stating the existence of 35 model orchards and the holding of 249 public meetings attended by 11,815 persons to witness demonstrations in fruit-growing; referring to the work of the various Agricultural Associations and the progress of the Dairying industry. To Mr. Murray the N. S. Agricultural College reported through Dr. Cumming as having an enrollment, in 1911, of 419 students and the 200 Agricultural Societies announced 8,576 members with a Government grant of $10,000 and subscriptions of $13,137. As Provincial Secretary he also reported 116 Companies incorporated during 1911; the registration of 788 Companies in the year and of 537 motor vehicles with 126 chauffeurs; the statistics of incorporated towns in the Province. The Department

of Public Health reported through the Premier the prevalence of small-pox in some districts and the fact of 1,982 children in Halifax schools as not vaccinated owing to "conscientious scruples" of parents; the death of 1,064 people from Tuberculosis and of 1,469 infants out of a total of 7,120 in the year. To Mr. Murray reported the Secretary of Industries and Immigration showing a total of arrivals at ocean ports for the Maritime Provinces of 75,651 persons with 12,709 from the United States between the years 1901 and 1911; the Game Commissioner, also, while the Deputy Registrar submitted statistics as to 17,529 births in 1910-11, 3.004 marriages and 8,237 deaths.

On Oct. 23rd the Government issued regulations in respect to the Workmen's Compensation Act of 1910 which covered varied details of operation. Of general political incidents it may be noted that on Sept. 17 the Conservative Association of Nova Scotia passed a Resolution stating that they had "watched with very deep interest the good work done by our respected Leader, C. E. Tanner, K.C., and his band of followers in the Local Legislature. While wishing them even more success in the future, we approve of the course they have adopted as being in the best interest of not only those they particularly represent, but of the people of the Province at large." J. R. Macleod of Halifax was elected President and J. W. Regan, Hon. President.

At the annual meeting (Feb. 28) of the Nova Scotia Temperance Alliance the Report of Rev. H. R. Grant, Secretary, declared that Government officials in Glace Bay did not enforce the law; that in Amherst, North Sydney, Lunenburg, King's County, and other places the law was broken constantly. Resolutions were passed asking for restrictive cigarette legislation, denouncing liquor in Army or Militia canteens, urging Provincial prohibition of liquor advertisements in the press or elsewhere, and one as follows: "Whereas the Reports from various sections of the Province clearly indicate that there is no hope of securing the enforcement of the Nova Scotia Temperance Act by the local authorities owing to the lack of the necessary sentiment to compel the authorities to act in certain districts, therefore, resolved that we most earnestly urge the Provincial Government to take the necessary steps to enforce the law it has recently enacted and which, it is claimed, contains provision for Government enforcement." Rev. A. J. McDonald of Truro was elected President. Mr. Premier Murray did not intervene in Dominion affairs during the year except in a reply to the Toronto *Star* (Dec. 7) as to his view of the Naval question: "I think it is much more important both for Canada and for the Empire to have at once a definite and permanent policy substantially on the lines of Sir Wilfrid Laurier's Naval policy. . . . It does not appear from the documents submitted to Parliament that the British Government have represented to us that there is any emergency. Of course, if Mr. Borden wishes to throw 35,000,000 of Canadian dollars into the British treasury it would be unreasonable to expect Mr. Asquith's Government to refuse to accept."

The Report of the Superintendent of Education (A. H. MacKay, LL.D.) for the year ending July 31, 1912, showed general improve-

ment and progress—increases in attendance of pupils, in number of schools and of teachers, in average salaries and in Provincial aid. As to what were called vacant School Sections Dr. MacKay observed that "more than one-half of the 97 sections vacant will be seen, from the various Inspectors' reports, to have been either without school children or were for the time being served by the schools of the neighbouring Sections. About 40, only, were vacant on account of the difficulty of obtaining teachers for the salary obtainable." Of the Acadian or French schools, Inspector Morse reported well: "All French Sections maintained schools during the year which were taught by licensed teachers in all cases except one in which a permissive teacher was employed. These schools are increasing in efficiency year by year as the result of the more advanced scholarship of the teachers, nearly all of whom are Normal trained."

The number of trained teachers continued to increase but as to this, and the general situation, the Superintendent said: "The great need is simply a larger wage for the teacher, so as to attract to, and retain in the profession, the better graduates of our high schools and colleges, who are now more abundant than ever before. The defects of the schools are due in great part to the inexperience, lack of training, and weak judgment, of those who have not enough force of character and enterprise to win the better-paying positions at home and abroad. With better salaries the school can always select and retain the choicer spirits." Dr. MacKay eulogized the Cadet Corps and the influence of its system on the boys. The statistics of the year were as follows:

Particulars.	July 31, 1911.	July 31, 1912.
School Sections in Province	1,801	1,797
Sections without Schools	93	97
Schools in Operation	2,639	2,662
Total Number of Teachers	2,799	2,804
Total Number of Normal-trained Teachers	1,215	1,236
Total Male Teachers	331	293
Total Female Teachers	2,468	2,511
Pupils in High School Grades	8,676	8,668
Pupils in Public Schools	102,910	103,984
Value of Property in School Sections	$104,033,312	$108,190,673
Value of School Property	$2,756,544	$3,109,652
Total municipal expenditure on Education	$146,821	$147,169
Total Section Assessments	$804,125	$859,284
Total Provincial expenditure	$378,726	$384,646
Pupils in Technical Schools	1,603	1,891
Mechanical Science Pupils	2,010	1,926
Domestic Science Pupils	2,043	2,447
Teachers in Graded Schools	1,172	1,208
Pupils in Graded Schools	56,671	58,694
Teachers in Ungraded Schools	1,627	1,596
Pupils in Ungraded Schools	46,239	45,290

Of the higher institutions, the Normal College reported 293 students and Dr. Soloan, the Principal, pleaded for more men teachers in the schools. "Education is more than instruction; and the judicious treatment of boys in the adolescent stage calls for the operation of ideals of manliness, of vocation and avocation, of character and culture, which boys will not readily accept from women." The N. S. College of Agriculture, through Principal M. Cumming, reported an enrollment of 419 and continued progress and success. The Nova

Scotia Technical College, through Principal F. H. Sexton, referred to the new Building and its dedication on May 23rd by the Prime Minister, together with the new Murray Laboratory of Mining Engineering; to the seven graduates of the year and the 32 students; to the continued growth of the secondary technical schools—divided into coal-mining, engineering and technical sections; to the Mining Science course in the Public Schools.

As to this general system it was stated by Mr. Sexton to have been in operation for five years. "Nova Scotia is the first self-governing unit, as a Province or State on the North American continent, to establish a comprehensive system of technical education. The Technical College which provides a thorough engineering training, with a degree, is now on a good working basis and is fully equipped for training young men to be civil, mechanical, electrical and mining engineers." The School Commissioners of Halifax, the Deaf and Dumb Institute, the School for the Blind, and the Victoria School of Art and Design, reported through Dr. MacKay. The following Societies played their part in Educational matters: The Nova Scotia Institute of Science with W. L. Bishop as President; the Nova Scotia Historical Society with Archdeacon W. J. Armitage as President; the Mining Society of Nova Scotia with G. J. Partington as President.

The Provincial Educational Association met at Halifax on Aug. 27-29, listened to a large number of valuable papers and passed a Resolution which declared that "it is of the highest importance that efforts be made at once to stimulate the several Governments of the Atlantic Provinces to urge upon the Federal Government the justice and the necessity of our participating in the Crown-lands of Canada for educational purposes to an extent comparable to that granted to the Prairie Provinces." On Oct. 11th the Government appointed a Commission "to inquire into and concerning the system of Education in the various Universities and Colleges in the Province of Nova Scotia and their organization and administration, and to report thereon to the Lieut.-Governor with such recommendations and suggestions in regard thereto as to the said Commissioners may seem desirable." The following were chosen as members: William E. MacLellan, LL.B. (Chairman), Halifax; Hon. John N. Armstrong, K.C., D.C.L., North Sydney; Christopher P. Chisholm, B.A., K.C., Antigonish; John S. McLennan, Sydney; Willard G. Clarke, Bear River; Arthur W. Eakins, Yarmouth; Samuel A. Chesley, D.C.L., K.C., Lunenburg.

Of the Universities, Dalhousie held first place in Nova Scotia and during the year succeeded in its campaign to raise $400,000—for the purchase and improvement of a new site to cost $65,000; the erection, equipment, and endowment of a new Science building to cost $120,000; the Macdonald Memorial Library and its endowment, in addition to the $25,000 raised in 1902, required $35,000; the endowment of Chairs in Arts and Sciences to cost $100,000; the endowment of Chairs in Medicine to cost $70,000. The hope was that Halifax would give at least half the amount and this was finally realized, and the total figure obtained, with J. H. Dunn of London,

Mr. D. Macgillivray.
President Canadian Club, Halifax; Presided at Dedication of Memorial Tower, Halifax, 1912.

The Hon. James Fraser Ellis, m.d., m.l.a.
Elected Speaker of the Nova Scotia House of Assembly in 1912.

England, giving $25,000, Lord Strathcona $15,000, W. H. Chase of Wolfville $15,000, F. B. McCurdy, M.P., $12,500, and G. S. Campbell $12,500, as the chief contributors. The Royal Bank of Canada, the Bank of Nova Scotia and Sir Fred. Borden each gave $5,000 and J. C. MacIntosh of Halifax $3,750. The registration of students in 1911-12 was as follows: 413 in Arts and Science; 60 in Law; 72 in Medicine; 17 in Dentistry. The degrees conferred were 69 and the affiliated institutions included Prince of Wales College, Charlottetown, the Halifax Conservatory of Music, the Halifax Ladies College and the Convent of the Sacred Heart. Judge W. B. Wallace was appointed a Governor of the University and John Laird, Professor of Philosophy.

King's College, Windsor, held its Encoenia on May 9th and conferred the Hon. degree of D.C.L. upon Colonel Sir H. M. Pellatt, C.V.O., of Toronto; Principal A. Stanley MacKenzie, LL.D., of Dalhousie; Rev. F. W. Powell, D.D., President of the University; H. Lothar Bober, M.A., Rev. G. R. Martell, M.A., Rev. R. D. Bambrick, M.A. Degrees were conferred upon 17 graduates. Acadia University, Wolfville, held its Convocation on May 29 with 61 graduates. The Hon. degree of LL.D. was conferred on Nathaniel Curry of Montreal and that of D.D. on Rev. Alfred Chipman; Rev. W. C. Goucher, St. Stephen; Prof. Frank A. Starratt of Hamilton, N.Y.; and Rev. C. H. Day, Watertown, Mass. A Rhodes Scholarship was awarded to Harvey T. Reid of Hartland. During the year Dr. Adolf F. Herrmann was appointed Professor of German; John Rice, M.A., Ph.D., an American, to the Chair of French; Ralph P. Clarkson as Professor of Engineering. The registration of students was 236 of whom 173 were in Arts and Sciences. In St. Francis Xavier's College, P. J. Nicholson was appointed to the Chair of Physics, Rev. D. J. MacDonald to that of English Literature, and Rev. M. N. Tompkins to Agricultural Science. The Right Rev. Dr. Morrison, Bishop of Antigonish, was appointed Chancellor. The following Government appointments were made in Nova Scotia during 1912:

Member of Legislative Council	David Hill	Onslow.
Member of Legislative Council	Warden Levatte	Lunenburg.
Member of Legislative Council	David McPherson	Halifax.
Member of Legislative Council	R. G. Beazeley	Halifax.
Superintendent of Neglected and Dependent Children	Ernest H. Blois	Halifax.
Librarian Legislative Assembly	Annie F. Donohoe	Halifax.
Member Board of Public Utilities	R. T. MacIlreith, K.C.	Halifax.
Chairman Board of Public Utilities	John U. Ross, K.C.	Pictou.
Member Provincial Dental Board	Hibbert Woodbury	Halifax.
Member Provincial Dental Board	A. C. Harding	Yarmouth.
Member Provincial Dental Board	M. K. Langille	Truro.
Member Provincial Dental Board	R. J. McMeekin	Bridgewater.

The 1912 Session of the Nova Scotian Legislature

The first Session of the 35th General Assembly of Nova Scotia was opened at Halifax, on Feb. 22nd, by His Honour, J. D. McGregor, Lieut.-Governor, in a Speech from the Throne which referred to the Royal Tour of India and the coming of the Duke of Connaught to Canada; described the past year as the most profitable in the history of the Province with all its productive industries of fishing, farm-

ing, mining and manufacturing in a state of marked development; mentioned the absence of present or prospective Labour troubles, the record sale of Provincial coal, the continued activity of the Collieries and the increasing production of gypsum quarries; referred to the slightly-diminished farm crops owing to dry conditions and accompanied by higher prices; dealt with the dairy, fruit, creameries, etc., and stated that " direct evidences of a new agricultural life are everywhere visible, and this is largely attributable to the general educational campaign carried on from the Agricultural College "; expressed gratification at the growth of the Fishing fleet and as to the industrial prosperity, of which it was said: " Our manufactories are growing in number, their output has increased, and there is a fuller utilization of the by-products of our coal and steel industries that is profitable to capital and gives employment to large numbers of workmen."

The hope was expressed that whatever the Naval policy of Canada the plan adopted would assist in the revival of Nova Scotia's one-time famous ship-building industry; a general advance was described in the Educational system of the Province and it was stated that " the Government, realizing the importance of the rural school in the life of the nation, is encouraging attendance of teachers at the Rural Science School and proposes to assist in such equipment of rural schools as will result in their greater efficiency "; the Technical College and the evening Technical Schools were described as developing satisfactorily; emphasis was laid upon the necessity of encouraging Immigration; the work of the Department of Industries in Britain was described as good and co-operation was hoped for in this respect between the Dominion and Provincial Governments; announcement was made of the Government's intention to erect a Pathological Laboratory at the Victoria General Hospital and to construct a new building for Tubercular patients at the Nova Scotia Hospital; reference was made to the Juvenile Court at Halifax, to the Federal policy of providing branch railways in the Counties of Halifax, Guysborough and Victoria, and to the Provincial Government's collection of data as to Highways with a view to more permanent construction; several items of legislation were promised.

Dr. James Fraser Ellis of Guysborough, a Member since 1904, was unanimously elected Speaker and the Address was moved by J. L. Ralston of Cumberland and Donald MacLennan of Inverness. The debate was brief and marked by addresses from the Premier, the Opposition Leader—C. E. Tanner, K.C., who had returned to the House after an absence of some years—and R. H. Butts of Cape Breton (a new Member) whose speech greatly pleased his friends. The Address passed without a division on Feb. 26th. On Mch. 14th, J. W. Margeson (Cons.) moved a Resolution declaring that " the operation of vessels known as Steam Trawlers, operating beam, otter or other trawls for the purpose of catching fish, threatens to deplete the fishing grounds frequented by Nova Scotia fishing vessels, and causes great damage to the fisher and fishing industry of the Province," and asking that this Resolution be submitted to the Dominion Govern-

ment for "immediate and careful consideration." J. C. Tory (Lib.) moved an Amendment which stated that

> This House deems it imperative to advise the Federal Government, and does hereby so advise, of the impending danger to the Provincial Fisheries from the introduction and use in pelagic waters adjacent to the coast of the devices called otter trawls—operated by steamers from the British Islands and from France, from which a great influx is contemplated during the coming season to the imminent peril of the said fishing grounds—as threatening to deplete them by a method proved to be most destructive to the food fishes and their spawn, a fact tacitly admitted by the Dominion Government in debarring said trawlers from the littoral waters.

An International Conference to be arranged by the Imperial Government was also suggested and a clause referring, with regret, to an alleged recent utterance of Mr. Hazen, Minister of Marine and Fisheries followed. After some debate the latter clause was deleted, the House made simply to "record its exception to any views intended to raise doubts as to the injurious and destructive effect of steam trawling," and the Resolution then passed unanimously. An Opposition motion by J. C. Douglas on Mch. 21st proposed to declare that "the public interests require thorough investigation of the causes of flooding of the Port Hood Mine, Inverness County, and of the best means to return the mine to a workable condition; and that for the said purpose a Commission of practical and experienced mining men should be immediately appointed." This was opposed by the Government and after debate was defeated on the 25th by 23 to 10. C. E. Tanner, K.C., the Opposition Leader, on Apl. 17 took advantage of the Party conflict at Ottawa over the Highways Bill to move an amendment to a measure dealing with the construction of Provincial bridges and culverts as follows:

> Whereas, it is the settled and declared policy of the Federal Government from year to year to grant out of the Federal treasury substantial sums for the construction and improvement of highways in all the Provinces; and whereas such grants will materially implement the sums now available out of Provincial revenue for road and bridge purposes; therefore resolved, that pending further action by the Federal Government whereby substantial grants out of the Federal treasury will be provided for highway improvement and construction in Nova Scotia, it is not advisable to adopt the borrowing policy submitted in the Bill now under consideration.

Discussion followed and the Amendment was defeated on a party division of 23 to 10. An unanimous Resolution, moved by Hon. G. E. Faulkner, was passed on May 3rd congratulating the Province and the country upon the completion of the Halifax Memorial Tower and thanking H.R.H., the Governor-General, for promising to attend the Ceremonies. Quite a number of Bills were returned to the House from the Legislative Council with amendments. Some of these were accepted, and some not, but there was no actual conflict in the premises. Of the Government legislation an important Act was that

under which the Canadian Northern Railway was permitted to enter into an agreement with the Halifax and South Western Railway to guarantee the payment of principal and interest upon a proposed issue of bonds to an amount not exceeding $20,000 per mile on the latter's system—including also the Central, the Halifax and Yarmouth, the Middleton and Victoria Beach and the Liverpool and Milton Railways. The Government was to take these bonds, subject to certain deductions, and release its existing mortgages upon the Halifax and South Western. It was hoped by this arrangement to interest the C.N.R. further in the Railway development of the Province. The measure dealing with the construction, etc., of Public Highways provided for the special apportionment of $500,000 amongst certain Municipalities for the re-construction of culverts, smaller bridges, and crossways, with permanent material. The awarding of contracts was to be in the hands of the Commissioner of Public Works subject, also, to the approval of the Road Commissioner. The measure for the encouragement of Settlement on Farm Lands was, like the similar legislation in New Brunswick, popular and full of promise. Under its terms it was provided that the Government could borrow $200,000 as a Fund:

> Whenever a Loan Company will agree, upon receiving the guarantee herein mentioned, to advance to a farmer on mortgage of farm lands and buildings, thereon, on terms approved by the Governor-in-Council, an amount not exceeding 80 per cent. of the value of such farm lands and buildings as appraised by such Loan Company, the Governor-in-Council, upon such appraisement being confirmed by the Inspector, and upon receiving a report from the Inspector, is empowered from time to time to authorize the Provincial Secretary, or Deputy Provincial Secretary, to give a guarantee in writing to such Loan Company against loss on any such mortgage to an amount not exceeding the difference between 50 per cent. of such appraised value and the amount of the loan, together with interest thereon. Whenever a Loan Company will agree to advance to a farmer on a first mortgage of farm land and buildings thereon, on terms approved by the Governor-in-Council, an amount up to at least 50 per cent. of the value of such farm lands and buildings as appraised by such Loan Company, the Governor-in-Council, upon such appraisement being confirmed by the Inspector, may arrange with such Loan Company to advance to such persons through such Loan Company, out of funds provided for the purpose, an additional amount not exceeding the difference between 50 per cent. and 80 per cent. of such appraised value; provided that this additional amount of advance by the Governor-in-Council on any one loan shall not exceed the sum of $2,500.

Authority was given the Government to appoint Inspectors and officials, to purchase farming real estate in this connection, and subdivide it into farms or lots, to erect buildings and otherwise improve the property prior to selling it to farmers. It was argued by the Government that this policy would encourage the settlement of unoccupied or untilled arable tracts in the Province, would induce British and other farmers to come to Nova Scotia, and would assist experienced local farmers to purchase or cultivate additional land. Provisions were made in another Bill to assist Municipalities in establishing Sanitariums for the treatment of Tuberculosis patients to the extent of one-fifth the cost of site, buildings and equipment up to a

total of $4,000 in each case; together with payments for maintenance of $1.50 for each week's actual treatment and stay of patients up to a total of $4,000 in any one year.

The Act creating the Board of Public Utilities Commissioners was amended so as to forbid a Commissioner having any financial interest in any Public Utility or in the manufacture of heat, light, water or power; to compel all such Utilities to contribute $25 a year to the expense of the Board; to define more clearly the powers of the Board and the duties of public utilities toward the Board as to reports, inquiries, book-keeping forms and detailed conduct of business. "The Board shall, whenever it may deem it desirable to do so, investigate and ascertain the fair value of the property of any public utility. For the purpose of such investigation, the Board is authorized to employ such experts, engineers and other assistants as may be necessary. Every public utility shall furnish to the Board from time to time and as the Board may require, maps, profiles, contracts, reports of engineers, and other documents, records and papers, or copies of any and all of the same in aid of such investigation and to determine the value of the property of such public utility."

The Nova Scotia Temperance Act was amended so as to empower the Inspector-in-Chief to inquire into the conduct of any Inspector or into the manner in which the law is enforced by him; to compel magistrates to file certificates of conviction with the Prothonotary of the County—such document to be evidence of previous conviction; to provide that the occupant of any place in which the law as to sale or barter of liquors is broken shall be personally liable for any penalties involved whether the offence occurred through some other person or not; to make any incorporated Company, convicted of a second offence, liable to a penalty of $200 with $500 for a third or subsequent offence; to limit the operations of physicians in giving prescriptions containing spirituous liquors. An elaborate measure amended and consolidated the Acts relating to Government, legal and other costs and fees. Various corporations, Banks and Companies were taxed under the Supplementary Revenue Act in sums ranging from $1,000 a year in the case of Banks, assessed on their capital, with $100 on each office in the Province up to 10 and $50 exceeding that number; to a tax of one per cent. on gross Insurance premiums, $300 on Loan Companies, $350 on Trust Companies and varied charges on Telegraph, Telephone, Gas and Electric, Express and other corporations.

Another measure established a Juvenile Court, provided for the appointment of a Superintendent of Neglected and Dependent Children, authorized the establishment of incorporated Children's Aid Societies, empowered Judges or Magistrates to send boys and girls under sentence to reformatory institutions, forbade the employment of any young person in or about a shop for more than eight hours a day or four hours on any Saturday, enacted that seats in shops must be provided for young female employees. Tenement houses were regulated by another Bill as to construction, etc.; an Act relating to Town Planning authorized Municipal Councils to provide for such schemes

as might be approved and to deal with buildings, which were in the way, subject to compensation or arbitration; another Bill authorized towns or cities to appoint a Commission of three ratepayers to be known as the Street Tree Commission of the town or city, who would serve without compensation, and have power to plant, set out, maintain, and care for shade trees on any of the public streets within the town or city.

In other measures it was enacted that no municipal bonus to an industry should be legal which involved its removal from one to another town in the Province; provided that, under certain conditions, the Commissioner of Mines might revoke the license or lease of unworked mining areas; amended and consolidated the Pharmacy Act; authorized the establishment of an Examining Board composed of three practical embalmers—two to be appointed by the Governor-in-Council and one by the Provincial Funeral Directors' Association—for the purpose of making regulations and creating certificates in connection with Embalming; consolidated the Succession Duties Acts and amended their assessments; empowered the Government to issue Debentures of the Province, as required, to a total of $4,000,000; consolidated and amended the Domestic and Foreign Companies Act and defined the law as to Fishing rights in the Province so as to provide that "any resident of the Province shall have the right to go on foot along the banks of any river, stream or lake, upon and across any uncultivated lands and Crown lands, for the purpose of lawfully fishing with rod and line in such rivers, streams or lakes—subject to compensation to the owner for any damage done his property.

The Acts for preservation of game were amended and consolidated in elaborate and detailed legislation and another measure, for the encouragement of Agriculture, provided for the appointment of a Superintendent of Agricultural Associations, the organization of Agricultural Societies with an appropriation of $10,000 in grants, the establishment of County Exhibitions with special Government grants, the appropriation of $5,000 for helping Creameries by providing Government instructors, the grant of $1,000 for the purchase of nursery stock and its distribution amongst the farmers, the establishment of an Agricultural College Experimental Farm. Amendments of the Joint Stock Companies Act provided for an elaborate scale of registration fees based upon Capital Stock; the Nova Scotia Factory Act was changed so as to prevent the employee under 16 years of age from working without a sworn birth certificate held in the hands of the employer.

Motor vehicles were compelled to register and pay a fee ranging from $2 to $50 and assessed upon horse-power; managers and officials of Coal mines were compelled to obtain certificates of competency from the Commissioner upon the report of a Board of Examiners and improved regulations were made as to safety lamps; the Education Act was amended to provide that "teachers who have taught in the Public Schools of Nova Scotia for 35 years, or who have attained the age of 60 years, after 30 years of service, shall be entitled to retire

with an annuity equal to the Provincial aid granted to teachers of their respective classes of license"; Halifax was given power to establish a Board of Control and the local and exclusive franchise of the Halifax Electric Tramway Co. Ltd., was extended for 21 years from 1916. Under this latter Bill, introduced by Hon. G. E. Faulkner, the Bond issue was limited to $600,000, second mortgages were prohibited, the Capital Stock was not to be increased or Preference Stock created, and dividends were limited to 8 per cent. The Legislature was prorogued by the Lieut.-Governor on May 3rd.

Resources and Development in Nova Scotia

The year 1912 was one of progress in the Province and of optimism in the public mind. Immigrants numbering 5,962 came to the Province during the year and were located chiefly in Cape Breton and Halifax and in Cumberland and Pictou Counties. Of these 356 were described as farmers and A. S. Barnstead, Secretary of Industries and Immigration, reported a continued and vigorous campaign for settlers as being carried on throughout the year in Great Britain with much advertising and a large distribution of literature. To an English paper on Aug. 17th Mr. Barnstead pointed out the advantages of the Province to various classes of people and the aid which the Government was giving to experienced farmers in particular. "We are not standing still, but going ahead; and yet we have latent resources in mine, in forest, in sea, and in the ordinary commercial and manufacturing life, that await development, and only require the introduction of capital under capable management. In some of the large towns like Amherst, New Glasgow and Sydney, the scope for the investment in dwellings to house the population is great." During the year the production of Nova Scotia, according to the annual estimate of the Halifax *Chronicle,* was as follows:

Coal	$20,700,000	Fisheries	$7,850,000
Coke	2,400,000	Manufactures, Ships, etc.	47,750,000
Gold and other Minerals	1,505,000	Products of the Farm	28,880,000
Pig Iron	2,000,000	Products of the Forest	6,000,000
Steel, Steel Rails, Rods, etc.	16,750,000	Game and Furs	500,000
		Total	$134,335,000

In Agriculture there could be no doubt of the importance of Nova Scotia for dairying and fruit-farming; for the raising of hay, grain and roots; and the highest prices were in 1912 obtainable for milk, butter and cheese. There were no better grazing lands in North America than in this Province and its wool had been claimed to be superior to any other on the continent with sheep-owners realizing 50 per cent. on their original outlay. The 1912 Season was a good one for the farmers despite the wet weather; there was a large apple crop and an increase in net returns. The number of horses in the Province (1911) was 69,000, milch cows and other cattle 332,600, sheep 351,000, and swine 70,000. The Agricultural production of 1912, according to Federal figures, totalled $17,509,200 in value with the chief items as follows: Spring wheat 258,000 bushels worth $279,000; oats 3,175,000 bushels worth $1,683,000; barley 152,000 bushels

worth $117,000; buckwheat 197,000 bushels worth $128,000; potatoes 8,061,000 bushels valued at $3,790,000;* turnips 4,755,000 bushels worth $1,617,000; hay and clover 755,000 tons worth $9,679,000. Of butter the Census Statistics for 1910 showed a product valued at $88,481 and cheese $29,977. During 1912 an important phase of this development was the establishment of new creameries; a greater tendency among farmers to carry out under-draining of their land; the evidence given to the farmers that Maritime-grown grain seeds were far superior to any other for their purposes; the more manifest and growing influence of the Provincial Agricultural College in the life of the community; and the extension of the co-operative principle among the fruit growers in the Annapolis Valley—25 local fruit companies being formed into the United Fruit Companies, Ltd. The estimated product of apples was 1,000,000 barrels valued at $2,000,000; $1,000,000 worth of garden truck and small fruits; Live-stock products valued at $6,500,000. Provincial estimates of crop production showed a considerable divergence from the Federal figures, oats being stated at 3,532,044 bushels, potatoes at 6,489,002 and turnips at 5,529,140.

Industrial development during the year was marked and some of the Companies obtaining money for extension purposes were as follows: Hewson Pure Wool Textiles, 6 per-cent. Bonds, $350,000 and 7 per-cent. Preferred Stock, $250,000; Nova Scotia Clay Works, 7 per-cent Preferred Stock, $300,000; North Atlantic Fisheries, 7 per-cent. Preferred Stock, $500,000; Eastern Car Co., 6 per-cent. Bonds, $1,000,000—guaranteed by Nova Scotia Steel and Coal Company—and 6 per-cent. Preferred Stock, $750,000. The Nova Scotia Steel & Coal Co. also sold $300,000 common stock in Europe. At Sydney, Cape Breton Island, there was much expansion. A favourable vote of the ratepayers was given for a million dollar bonus to the British and Canadian Ship-building & Dock Co. of which Sir H. M. Pellatt was President. Local capital was subscribed for the establishment of a tanning industry and for a factory to manufacture all grades of footwear; the Cape Breton Electric Co. prepared to construct electric cars directly upon their own premises; local capital became interested in a scheme to establish a fox farm at Westmount, just across the harbour and opposite the City; the Dominion Steel Co. employed 4,350 men with a fortnightly pay-roll, approximating $200,000, in the District. The Dominion Coal Co. employed 10,125 men with a fortnightly pay-roll of about half a million.

Of the Nova Scotian Cities exceeding an industrial production in 1910 (Census) of $1,000,000 Halifax had $12,140,409; Amherst $4,625,765, Sydney $9,395,017, Sydney Mines $2,540,161, Trenton $2,290,000. New Glasgow was in the $1,000,000 class owing to its chief Company's production being carried on nearby in Trenton and with it, in that total, were the growing towns of Bridgewater, Dartmouth, Truro, and Yarmouth. Of special industries the Acadia Sugar

NOTE.—In the *Census and Statistics Monthly* the official figures given are $379,000—evidently from the context a clerical error.

Refining Co., Halifax, had been operating for 20 years with a net trading profit in 1911 of $211,025 upon a Capital Stock of $3,115,333 and in 1912 was constructing at Woodside what was claimed to be the largest refinery in Canada. The Nova Scotia Car Works, Ltd., was a new concern organized to take over the Silliker Car Co. Ltd. of Halifax and its plant had a capacity of 15 freight cars per day with an output in 1912 of about 8 cars per day. Another new Halifax concern was the Nova Scotia Underwear Co. Ltd. formed to take over a Knitting Mills Co. and possessing at Eureka a Mill, ample water-power, etc. The Nova Scotia Clay Works Co. of Annapolis, Stanfeld's Woollen Works and the Eastern Hat and Cap Co. of Truro, the various Lumber Companies of Amherst, the Eastern Car Co. of New Glasgow were amongst the progressive concerns of the year 1912. The Canada Car and Foundry Co. at Amherst employed 1,250 men and the output for 1912 had a total value of $4,000,000, and included 2,250 freight cars, 280 refrigerator cars, 70 passenger, baggage and dining cars and 12 snow plows. The Rhodes-Curry Company Ltd. and Malleable Iron Works, also of Amherst, made large extensions during the year. The Nova Scotia Car Works at Halifax had a successful year, 550 men being employed with an output of 1,200 wooden box cars, 650 steel cars, 2 postal cars, 2 stock cars and 4 tram cars.

In Halifax the coming Government expenditures upon docks and harbours and public works promised to run into $30,000,000 in the next few years and to mean the establishment of many collateral industries. In this latter connection the Dominion Government's announced policy as to terminals toward the close of the year was a substantial answer to the statement of the Halifax *Herald* (Cons.), on Feb. 23rd, that "Nova Scotia has not been getting fair play in the Dominion, and is still in serious danger of being most unfairly overlooked. Seven and a half million dollars are now being provided for the creation of a harbour in St. John, N.B., and twenty-two million dollars for Montreal, while Halifax gets nothing—or next to nothing. Halifax, as usual, has been overlooked or forgotten. Nova Scotia as a whole has fared even worse. It is getting an occasional public building or wharf—that is all." The total industrial product of the Province (Census 1910) was $52,706,184 as compared with $23,532,513 in 1900; the capital invested was, respectively, $79,596,341 and $34,586,-416; the establishments in 1910 were 1,480 and the employees 28,795 as against 1,188 and 23,284 respectively in 1900.

In Lumber the estimated export of the Province in 1912 was 325 million feet—chiefly deals from the eastern section and planks from the western. The domestic consumption was placed at 100 million feet and the total value of the product at 5 or 6 millions. As to Minerals the year was a prosperous one. Prices were good, iron-ore, pig-iron, and steel prices recovered from the somewhat low rates received in 1911. Prices were not officially given in Government reports but the value of the Provincial output for 1912 was estimated in *The Chronicle* (Jan. 1, 1913) at $45,825,000; under a different process of calculating prices, and excluding manufactured products such

as steel ingots and pig-iron made from imported ores, the Federal authorities put the value at $18,843,374 as compared with $15,409,397 in 1911. There was no iron-ore mined in the Province during the year but the Canada Iron Corporation at Torbrook was said to have 100,000 tons of ore on their stock pile awaiting shipment. The Coal production of the year, according to local estimates made at the beginning of 1913, are given in the following table compared with the returns of 1911:

	1912.	1911.
Dominion Coal Company, Cape Breton	4,331,320	4,011,235
Dominion Coal Company, Springhill	420,481	346,964
Nova Scotia Steel & Coal Co	821,000	777,800
Maritime Coal, Railway & Power Co	151,308	126,104
Inverness Coal & Railway Co	289,704	259,315
Acadia Coal Company	439,476	359,252
Intercolonial Coal Company	243,407	211,898
Colonial Coal Company	35,211	30,525
Total in tons	6,731,907	6,123,093

The Coal sales of the year totalled 5,180,000 tons. The Federal figures of Mineral and allied production in Nova Scotia valued pig-iron at $6,374,910 as against $4,682,904 in 1911; Coal at $17,391,608 as compared with $14,071,379 in 1911; the value of brick production and other clay products in 1911 as $274,249. Of other interests the Fisheries product of 1910-11 was $9,367,550 while the fishing season of 1912 resulted in a good average catch. A. H. Whitman, an authority upon the subject, described in the Halifax *Chronicle* the Lunenburg spring catch as the largest in the history of the industry—being about 90,000 quintals; the summer catch as considerably under the average or about 115,000 quintals; making a total of 205,000 quintals as against 200,000 quintals in 1911 and 225,000 quintals in 1910. The Bay of Fundy scale fishery was a good average catch of about 40,000 quintals. The shore fisheries of Cape Breton were a good average, as were those of the Gaspé Coast, the latter approximating 100,000 quintals. In 1912 there were 136 fishing vessels hailing from Lunenburg County and carrying 2,250 men engaged in deep-sea fishing with an investment of $1,250,000 in the business. As to miscellaneous elements of progress the Bank Clearing-house totals for Halifax were $100,467,672 as compared with $87,994,038 in 1911 and the total Railway mileage of the Province was 1,357.

Prince Edward Island Elections and Administration

Nominations for the General Elections had taken place on Dec. 27, 1911, with every probability of the return of the recently-formed Conservative Government of Hon. J. A. Mathieson, and with the immediate election by acclamation of the Premier and his colleague T. W. F. Macdonald; J. Kickham and Hon. John McLean; Hon. J. A. Macdonald and J. Alex. McPhail—all Conservatives. The polling took place on Jan. 3, 1912, for a House divided into two classes. Of these 15 were elected as Councillors with a property-voting qualification and 15 as Assemblymen under manhood suffrage. There was open voting and in the final result, 28 Conservatives were returned and two Liberals—the latter being Alfred McWilliams and

John Richards. The contest turned chiefly upon the hope of at last obtaining permanent and reliable service between the Island and Mainland and this was based upon a telegram sent, as follows, from the Federal Premier to A. A. McLean, M.P., on Dec. 23rd: "In reply to representations of Nicholson and yourself during the past two months, I beg to inform you that the Government has determined to undertake the establishment of a Government Ferry-service between the Island and the Mainland. This will involve the changing from narrow to standard gauge of the Island Railway. This improved service will do away with three short hauls, and it is hoped will result in great advantage to the people. R. L. Borden."

The Charlottetown *Guardian* (Lib.) supported the Government on this policy without prejudice to its hope of some day obtaining a Tunnel also. The Provincial Premier pledged himself to introduce the ballot for future elections; Federal promises of aid in highway construction and agricultural education—afterwards presented to Parliament in Bills applicable to all Provinces—had their effect; the Government pledges to press claims against the Dominion in connection with increased territory given to other Provinces had some influence. A Report on the state of Provincial finances was also made public showing a Debt and current liabilities of $1,000,000 as the alleged result of 20 years of Liberal rule. The Liberals lead by Hon. John Richards, lately Commissioner of Agriculture, issued no Manifesto but contented themselves with the long party record of administration and claimed that any Debt the Province had was more than offset by Assets held at Ottawa or claims against the Federal authorities. The following were the candidates and those elected—only the two above-mentioned being Liberals as compared with 17 Liberals and 13 Conservatives in 1908:

District.	Conservative Candidate.	Liberal Candidate.	Member Elected.	Councillor or Assemblyman.
King's:				
1st	John Kickham		Acclamation	Assemblyman.
	Hon. John McLean		Acclamation	Councillor.
2nd	A. A. McDonald	J. D. McInnis	A. A. McDonald	Councillor.
	A. E. Simpson	R. N. Cox	A. E. Simpson	Assemblyman.
3rd	Hon. J. A. McDonald		Acclamation	Councillor.
	John A. Dewar	H. Nelson	John A. Dewar	Assemblyman.
4th	Hon. M. McKinnon	Dr. C. Barnes	M. McKinnon	Councillor.
	A. P. Prowse	G. S. Inman	A. P. Prowse	Assemblyman.
5th	Hon. J. A. Mathieson		Acclamation	Councillor.
	T. W. F. Macdonald		Acclamation	Assemblyman.
Prince's:				
1st	Hon. C. E. Dalton	E. Gallant	Hon. C. E. Dalton	Councillor.
	S. T. Gallant	John Agnew	S. T. Gallant	Assemblyman.
2nd	George Matthews	A. McWilliams	A. McWilliams	Councillor.
	S. T. Dougherty	J. Richards	J. Richards	Assemblyman.
3rd	H. D. Dobie	J. J. McNally	H. D. Dobie	Councillor.
	Hon. A. E. Arsenault	A. E. McLean	A. E. Arsenault	Assemblyman.
4th	M. C. Delaney	F. Tuplin	M. C. Delaney	Councillor.
	J. Kennedy	S. E. Reid	J. Kennedy	Assemblyman.
5th	J. E. Wyatt	J. M. Clark	J. E. Wyatt	Councillor.
	Hon. J. A. McNeill	H. Howatt	Hon. J. A. McNeill	Assemblyman.
Queen's:				
1st	H. J. Myers	C. W. Crosby	H. J. Myers	Councillor.
	Hon. M. Kennedy	J. S. Cousins	Hon. M. Kennedy	Assemblyman.
2nd	L. L. Jenkins	J. McMillan	L. L. Jenkins	Councillor.
	J. A. H. Buntain	G. W. McPhee	J. A. H. Buntain	Assemblyman.

District.	Conservative Candidate.	Liberal Candidate.	Member Elected.	Councillor or Assemblyman.
Queen's:				
3rd	H. F. Feehan.....	C. Chandler....	H. F. Feehan....	Councillor.
	G. F. Dewar.....	D. Macdonald..	G. F. Dewar....	Assemblyman.
4th	J. A. McPhail.....	.....	Acclamation	Councillor.
	J. S. Martin.....	D. P. Irving...	J. S. Martin.....	Assemblyman.
Charlotte-town	S. R. Jenkins.....	G. E. Hughes..	S. R. Jenkins...	Councillor.
	Hon. W. S. Stewart.	F. J. Nash....	W. S. Stewart..	Assemblyman.

Following the Elections a mass-meeting in Charlottetown was held on Jan. 5th and passed unanimously, by a standing vote, a Resolution reciting the disabilities under which the people laboured on account of the short haul freight rates and unsatisfactory mail and passenger service—disabilities which were declared responsible in large measure for the steady decrease in population; asking that the Island be placed on an equality with the other Provinces and approving the Car Ferry scheme. A letter from Mr. Cochrane, Minister of Railways, was read endorsing Mr. Borden's previous message while W. B. McKenzie, Chief Engineer of the Intercolonial, said that a powerful steamer would be necessary and stated that the Tunnel project was too costly to consider. To the Toronto *News* on the 8th Mr. Mathieson telegraphed this statement: "The sweeping vote of Jan. 3rd was largely due to the Car Ferry project which was unanimously endorsed by our people with the confident hope of an adjustment of our claims hitherto neglected or denied. It is hoped that with better transportation facilities now promised our worst disabilities and isolation will be removed and the Island will become an integral part of Canada as never before, with greatly enlarged trade, an increase of tourist traffic, growth of manufacturing industries hitherto impossible, the development of oyster and other fisheries, more all-year-round employment and, with these, a check upon the disheartening exodus." The Car-ferry project was much discussed and an early estimate of the cost of improvements decided upon by the Federal Government was $450,000 for the Car-ferry, $400,000 for the Railway gauge changes and $490,000 for the construction of a third rail on the P.E.I. Line. On Jan. 19th the Charlottetown Board of Trade passed the following Resolution:

Whereas industries in this Province are few, and those we have are not flourishing, due to the want of continuous communication, winter and summer, and for this reason our workmen seek employment elsewhere to the great loss of the Island; and as the Premier of Canada recently stated that the Dominion exacted from this Province the fulfillment of every condition under the terms of Confederation, but that the Dominion Government had failed on its part to carry out the most important part of the contract—that of continuous communication, winter and summer—and was, therefore, responsible for the condition of our industries and decreasing population; therefore, resolved, that as offering employment to 500 men the Dominion Government be asked to construct in our large and modern railway works in Charlottetown locomotives, cars and other rolling stock for the proposed standardized gauge of the P. E. I. R. which will be changed when the Car ferry is built.

Early in March Messrs. Mathieson, Arsenault and John McLean of the Island Government were at Ottawa pressing Provincial claims

upon the Government there. Upon his return (Mch. 5) all that the Premier would say was that the rights in certain harbours and other waters now vested in Canada would be vested in the Province in order that oyster cultivation might be developed. It was known, however, that strong representations had been made that the present Subsidy was inadequate, that the Province had been facing annual deficits, and that the Service between the Island and the Mainland was insufficient and not such as was called for by the terms of Confederation. A Memorial, dated Feb. 17th, and submitted to the Government by Mr. Mathieson and his colleagues pointed out that the Order-in-Council admitting the Island to the Dominion had promised an "efficient steam service" to the Mainland and that this had not been provided; that the Debt allowance granted the Island at that time had been largely expended ($3,000,000) upon the P.E.I. Railway which became Federal property; that the Island was taxed for the general Railway construction of the Dominion but received no commercial advantage from the Railways themselves; that the Island had no public domain and no Crown lands and that the normal annual deficit in its finances was $60,000. In the Commons on Mch. 26th, Mr. White, Minister of Finance, introduced a measure which he explained as follows:

The object of this Bill is to provide a Subsidy in addition to the grant now authorized by law to the amount of $100,000 per annum, to the Province of Prince Edward Island. The present Subsidies to Prince Edward Island are as follows:

Allowance for Government and local purposes (under B.N.A. Act, 1907)	$100,000
Eighty cents per head on a population of 109,078 (B.N.A. Act, 1907)	87,262
Compensation for want of Crown lands	45,000
Twelve months' interest at 5 per cent. on $775,791	38,789
Additional Subsidy granted in 1887	20,000
Additional Subsidy granted in 1901	30,000
	$321,051
Less interest upon the sum of $782,402	39,120
Present total Subsidy to Province of Prince Edward Island	$281,931

The Minister made a clear appeal for consideration under all the circumstances and thought the new appropriation would make the Island's financial condition satisfactory. At the same time he did not consider the claims of the Province legal. "They proceed upon equitable grounds, upon grounds of fairness and justice as between this Dominion and the smallest of the Provinces, the little sister, as it were, of Confederation." E. M. Macdonald (Lib.) opposed the proposal as not legal; Hon. W. Pugsley thought the way adopted was wrong and a preparation for future claims; but there was no serious opposition and in due course the measure became law. Prof. A. K. Kirkpatrick of the Kingston School of Mining had, meanwhile, been appointed to determine the best route for the proposed Car-ferry and upon his report it was announced that the Federal Government had decided to operate the Ferry between Cape Tormentine, N.B., and Carleton Point, P.E.I.—a distance of ten miles. This involved, also, the acquisition of the 30-mile New Brunswick and P.E.I. Railway run-

ning from the Cape to Sackville. At the close of the year the tenders for construction had been received, the contract arranged, and construction underway at an estimated cost of $1,500,000 for ferry, piers, and sheds.

The Island Legislature had, meanwhile, been opened by His Honour, Benj. Rogers, on Mch. 27th. The Speech from the Throne referred to the rapid growth of fox-ranching, to the falling off in the Island's population and to the prospect of stopping the exodus by inauguration of more favourable conditions; to the additional $100,000 Subsidy recently granted to the Province which, it was believed, would put a stop to the deficits of over twenty-five years; to the measure passed by the Federal Government whereby the Province was allowed to give leases of space for oyster cultivation; to the proposed Car-ferry service with the Mainland and the projected Federal grants towards roads and agriculture. Amongst the legislation foreshadowed were Bills on immigration, amendments to the School Act whereby teachers' salaries would be increased, the improvement of public roads, the vote by ballot, and the consolidation of the Statutes. Mr. J. E. Wyatt of Summerside was elected Speaker.

On Apl. 5th the Public Accounts were tabled for the year ending Sept. 30, 1911, and showed a total Debt of $904,344 made up of Debentures—less Sinking fund—of $726,662; Loans $83,906 and debt to Banks $93,776. The increase during the year had been $26,987 of which $18,141 had been capital expenditure and the balance an ordinary deficit—the Revenue being $374,797 and Expenditure $383,639. The chief item of the former was the Dominion Subsidy of $272,182 with a total of $84,670 obtained from Income, Land, Road, Corporation and Succession taxes. Of the latter Education received $126,483; Insane Asylum, etc., $48,422; Roads and Bridges $59,573; Legislation $70,961 and Interest $39,042. The Premier's Budget speech on Apl. 29 included these figures but extended the financial year to 15 months so as to end in future on Dec. 31st. The Receipts were, therefore, not proportionate to the Expenditures as the Federal Subsidy was only received in part and the total deficit was, consequently, $145,911. In his speech Mr. Mathieson expressed the belief that in future years of twelve months, with the new Subsidy, the Province would be able to make ends meet. The outlay for the current year included an increase in teachers' salaries not to exceed 25 per cent., with one-half to be paid by the School districts, and one-half by the Government.

In the House on Apl. 9th the Premier presented his report of Ottawa negotiations, eulogized Mr. White and the Federal Government, and stated that the increased Subsidy just granted was on such grounds as not to prejudice a future re-arrangement and settlement. Delegations from different parts of the Province also waited on the Premier and presented a Memorial praying for the repeal of the prohibitive Automobile Act and asking for the enactment of a regulating Act. It was asserted that motor prohibition was ruining the tourist trade which had dropped off fifty per cent. with a revenue loss to the

people, annually, of $90,000. A little later a Bill was passed incorporating the Imperial Motor Company, Ltd., for the purpose of manufacturing motors and with the right to run demonstration machines at six miles an hour to a private park. A measure was passed giving the Premier a salary of $1,500 over and above his salary of $1,200 as Attorney-General. Another Bill imposed a License charge of $200 upon travellers taking orders for spirituous liquors. Among the other measures of the Session were the Road Act, in which statute labour was restored; amendments to the Public School Act increasing teachers' salaries; Bills revising and consolidating the Statutes and authorizing the issue of additional Debentures of $280,000; amendments of the Oyster Fisheries Act taking advantage of the arrangements between the Federal and Provincial Governments to release barren grounds. The Legislature was prorogued on Mch. 2nd after passing 54 Bills of which a large number incorporated Fox-raising Companies.

Incidents of the year included the presentation on Jan. 13th of a gold watch and chain to Mr. A. B. Warburton, ex-M.P. and one-time Premier, by friends in both Parties; the awarding of Carnegie Medals and $1,000 each to Norman McIntosh and Mark Cheverie for saving various people from death on several distinct occasions; the fact of the telegraphic cable being out of service for some days during July; the declaration by Lieut.-Governor Benjamin Rogers, when presenting the Nelson Shields to the Educational institutions of Charlottetown on Sept. 3rd, that he could not see what benefit would accrue from the presentation of the Shields, other than perhaps to foster the spirit of militarism; the visit of Hon. J. A. Mathieson to the West and the Pacific Coast in September; the appointment of Horace McEwan as Superintendent of the P.E.I. Railway and of R. H. Campbell as Chief Superintendent of Education in succession to Dr. Anderson who had retired.

During the year Prohibition was an issue in the sense of enforcement—the law itself being already in existence. On July 24 Mr. Mathieson stated in the press that the Government stood for the strict and effective enforcement of the Prohibitory law and would not attempt to justify failure with excuses as had been the case with previous Governments. If any person could show that the law was being violated or that any public officer was unfaithful to his trust, the complaint would be heard and the wrong righted. Newspapers making charges of non-enforcement of the law were asked to place the information on which the charges were based in the hands of the proper officers of the Government. The difficulties before Mr. Mathieson, however, were great and, as the opponents of Prohibition so often maintain, casual and open drinking was replaced too often by secret and habitual drinking. In Educational matters there were (1911) 478 schools, 591 teachers, of whom 413 were females, 17,397 pupils, an expenditure of $181,572—including municipal contribution—or $9.49 per pupil.

Resources and Development of Prince Edward Island

This little Province prepared in 1912 to take its place in the progressive ranks of the greater Provinces. Despite the decrease of population from 109,078 in 1890 to 103,259 in 1900, and to 93,728 in 1910, its people were individually prosperous. According to the Census, of which an Island Bulletin was issued in November, 1912, there were 14,369 farms or an increase of 355 in the ten years (1900-10). The farm-land occupied 1,202,347 acres, of which there were owned 1,160,168 acres and leased or rented 42,179 acres. The land in natural forest had an area of 316,409 acres, in field crops 477,698 acres and in pasture 284,923 acres. Small fruits had an area of 114 acres, vegetables of 1,171 acres and orchards and nurseries of 4,350 acres. The occupiers of farm holdings, ten acres and under, numbered 1,284, of 11 to 50 acres 3,849, of 51 to 100 acres 5,495, of 101 to 200 acres 3,227 and of 201 acres and over 514. There were 147,637 apple trees bearing and 58,342 non-bearing in 1910 with a production of 160,124 bushels of fruit. Plum and cherry trees numbered 49,199 bearing and 24,520 non-bearing with a yield of 12,807 bushels.

The value of butter, cheese and condensed milk made at factories in 1910 was $561,756 and the value of the products of all factories was $3,136,470 against $2,326,708 in 1900 or an increase of 34·80 per cent. The value of lands owned, and of buildings, rents and implements was, in 1910, $34,369,515 or an increase in ten years of $8,589,333; the values of Live-stock were $7,489,754 or an increase of $2,610,774; and the values of field crops, vegetables and fruits $6,833,597 or an increase of $2,052,646. The values of Live-stock were $1,514,607 or an increase of $836,390; and of dairy products sold $2,166,262 or an increase of $1,054,648. Animals slaughtered on the farm in 1911 had a value of $859,625 or an increase of $296,934. Wool, eggs, honey and wax and maple sugar produced in the Census year had a value of $593,334 or an increase in ten years of $260,116. The Agricultural production of the Island in 1912 was, according (1) to Federal estimates and (2) to the estimate of the Provincial Commissioner of Agriculture, as follows:

Product.	Provincial Estimate. Bushels.	Provincial Estimate. Value.	Federal Estimate. Bushels.	Federal Estimate. Value.
Spring Wheat	550,000	$600,000	565,000	$542,000
Oats	7,000,000	3,000,000	7,216,000	3,103,000
Barley	150,000	100,000	141,000	92,000
Peas	7,000	8,000	1,600	1,800
Buckwheat	100,000	50,000	99,000	63,000
Mixed grains	700,000	280,000	344,000	169,000
Potatoes	6,000,000	1,250,000	6,522,000	1,696,000
Turnips, etc	3,000,000	550,000	3,173,000	666,000
Hay, tons	300,000	3,600,000	240,000	2,794,000

The great industry of the year was silver-fox ranching. Black foxes on the Island were stated to number (Commission on Conservation) 650 pure-bred as against 150 in the rest of Canada with 200 ranches, which, however, possessed 1,150 foxes of inferior but still valuable breed. They were valued as a whole at $4,000,000. The pioneer of the Island industry was the Hon. Charles Dalton who had made a fortune by it before matters reached the large production and specu-

lative financial popularity of 1912. The price of first-class animals ran as high as $5,000 each. Another promising industry was that of oysters—the product of the Island shores being naturally abundant and of fine flavour. Twenty years before almost three-fourths of the oyster product of the Dominion came from the Island. By over-fishing and neglect the fishery was depleted; though the area made up of beds yet productive, and other areas non-productive but affording excellent soil for oyster-culture, was still estimated at from 100,000 to 300,000 acres. Of this area about 18,000 acres were, in 1912, carefully surveyed for leasing and the number of applicants for leases exceeded expectations.

The plan of operations proposed by the Mathieson Government, under the new conditions which removed the fatal difficulty of divided Federal and Provincial jurisdiction, was to organize operations into a system. It was said to take about four years for the maturing of the oyster from the seed, so that the oyster farmer must have patience as one of his qualifications. He must also have much scientific knowledge of the habits of the bivalve and as to this he was to be assisted by official advice and Government aid. The leases were to run for twenty years with the privilege of renewal. For the first five years, the annual rental was to be one dollar per acre; for the second five years three dollars; and for the last ten years five dollars per acre. On the basis of the minimum estimate, this would mean a Provincial revenue of $7,000,000 for the twenty years, or an average of $350,000 a year.

In other directions, it may be added, the Province showed development. Industries were small but they had increased from an output of $2,326,708 in 1900 to $3,136,470 in 1910 and these figures included nothing of the rapidly-risen Fox industry. The return of the Fisheries in 1910-11 was $1,196,396 and $100,000 was invested during 1912 in Island Canning factories. The entire production of farms, ranches and fisheries in that year was estimated at $16,000,000 or $170 per head of the population. As to what the Island needed, Harrison Watson, the Agent-General in London, put it as follows: "(1) Farmers with $1,000 and upwards to purchase and occupy improved farms; (2) a limited number of young farm labourers; (3) fishermen either with some capital, or skill, or both, to develop the cod, mackerel, herring, and oyster fisheries; (4) persons with capital to invest in improved lands or oyster areas, or in the new industries such as a brick and tile factory, canning fruits and vegetables, orcharding, the growing of strawberries and small fruits, etc.; (5) persons of moderate income who desire to find a home in a healthful, bracing country where taxation is at a minimum and the cost of good living is less than in other parts of the Overseas Dominions."

VII. MANITOBA PUBLIC AFFAIRS

The Roblin Administration and Politics in Manitoba during 1912

Sir Rodmond Roblin continued to lead the Government of Manitoba during the year with aggressive force, with assured convictions, and with success. He received the honour of Knighthood after 26 years of a political career, won at last his keenly-waged contest for an extension of Manitoba's boundaries, stood with his usual vigour and earnestness for Imperial unity and against Reciprocity or American affiliations. On Jan. 4th he opened the year with an elaborate speech in Winnipeg which contained important announcements of Government policy and the statement that neither corporate interests nor opposing Liberal newspapers "can or ever will be able to destroy the principle of Government ownership as established in this Province." The following were the principal pronouncements:

1. A Provincial Public Service Commission to be created at the next Session of the Legislature to "direct, regulate, inquire into and govern" steam and electric railways, gas and gasoline lighting, telegraphs, telephones, elevators, and all Public Utilities of the Province. This Commission to have administrative, judicial, appellate and directive powers and responsibility greater than that of the Chief Justice. The Provincial Telephone system to be taken over by the Commission, and thereby removed from politics.
2. A branch line from Winnipeg to connect with the Hudson's Bay Railway—thus carrying out the policy of the late Hon. John Norquay; and a continuance of the Government's policy of railway extensions to districts without transportation facilities.
3. Regulations in connection with the Manitoba Agricultural College which would "make it absolutely independent and free from all and sundry things which might interfere with its development, growth and extension"—in other words the University of Manitoba.
4. The construction of new Parliament Buildings to replace the structure which had been used for 26 years and had become entirely inadequate. The Government proposed to erect an edifice which would be a thing of beauty, admiration and pride to the citizens of Winnipeg and those of the Province. The barracks site had been secured for the Province at the reasonable figure of $200,000 through the co-operation of Colonel Hughes, Minister of Militia.

Mr. Roblin took as the basis of his policy the fact that agriculture was the root of Manitoba's prosperity and a great Agricultural College was essential to progress; declared that the Borden Government was going to do justice to the Province's boundary claims; announced that the Telephone Commission had unanimously recommended an increased and new schedule of rates, which the Government had approved, and that they were to go into operation on Apl. 1st. The Premier stated that he was not an expert in this respect and found it hard to understand the situation which was as follows: "The more telephones you have the less money you receive; the more telephones

you operate the less money you obtain per telephone. I will give you some actual results as found in the books of the Commission here in this City. On Jan. 15, 1908, when the Government took over the Bell system, business and residence phones averaged for each phone a revenue of $40.03. On Mch. 3, 1909, business and residence phones averaged $39.47. On Dec. 31, 1911, business and residence phones averaged to the Province $34.38. When we took over the Bell system there were about 6,000 phones in this city and now there are 23,011 phones. We receive by virtue of these extensions $5.65 less for every telephone that we have now in Winnipeg than we did the day we took them over." To a gathering of Young Conservatives in Winnipeg on Feb. 8 the Premier gave warning against demagogues who preached strife and passion and prejudice. At Le Pas (Feb. 16) he received representations as to the future government and present conditions of the new territory which was to be added to Manitoba. Mr. Roblin declared that the Government's policy would be one of generous treatment of the new territory, the granting of such institutions and public works as the new status of the country demanded; but above all it would be a Manitoba policy.

A great banquet was given Mr. Roblin on Apl. 11th with 1,500 guests present, the Hon. Robt. Rogers, Federal Minister of the Interior, in the Chair, and tremendous enthusiasm expressed over the settlement of the Boundary question. The subject is separately treated but an extract may be given here from the Premier of Canada's telegram: "I rejoice that Hon. R. P. Roblin's splendid services to the people of Manitoba have at last been crowned by the just extension of the boundaries of that Province for which he has striven so hard, so earnestly, and so indefatigably." On May 9th Mr. Roblin opened the new Conservative Club of St. James. The King's birthday was especially marked for Manitoba by the honour of K.C.M.G. conferred upon its Premier and the press comments, with rare exception, were generous and eulogistic. On June 14 the Civil servants of the Province presented Sir Rodmond Roblin with an Address describing his administrative career as Minister of Agriculture and Railway Commissioner and his general services to the country and the Premier, in reply, stated that this was the first time in his 25 years of public work in the Province that he had met collectively the members of the Civil Service. His own constituency of Dufferin banquetted the Premier at Miami on July 5th with a large attendance and the presentation of an eloquent Address. In another Address at the ensuing public meeting it was stated that "to your untiring efforts Manitoba owes the fact that to-day she is more than three times larger than she was when you assumed the reins of power, more than three times wealthier, and with an outlook upon the future much more than three times brighter."

To the press on July 17th Sir Rodmond gave a characteristic interview regarding relations with the United States and the Panama Canal matter: "If the United States will treat with contempt, abrogate and defy by legislative action as is proposed, the conditions of

a Treaty made with the great British Empire, with how much more contempt and indifference would they evade and over-ride the terms of a Treaty or arrangement with Canada, if in their interest to do so." Speaking at Cypress River on Sept. 30th some announcements were made of interest to the farmers. The Premier stated that a public laboratory was to be established in connection with the Agricultural College at Winnipeg for the purpose of testing samples of grain sent in by farmers. Reports as to the milling qualities of the grain, the degree of moisture it contained, if any, and its commercial value when less than standard grade, would be made free of charge. It was also stated that four travelling Inspectors had been appointed by the Dominion Government, through the Grain Commission, whose duty it would be to examine and deal with all questions of car distribution, weights in and out of elevators, grain shrinkage in transit, and so forth; and that the Dominion Government had decided to take the weighing of grain at Fort William out of the jurisdiction of the Department of Inland Revenue and place it in that of Trade and Commerce. Sir Rodmond added that, in time for next year's crop, the Borden Government would have established a Sample market. This speech was during the Macdonald bye-election when the Provincial Premier made a number of speeches and in the result of which he had so large a share.

Of miscellaneous matters it may be said that a Delegation was received by the Premier on Mch. 5th from Dauphin asking for a new Judicial District with that town as a centre; that the Industrial Bureau of Winnipeg was granted $3,000 a year until the Government should be ready to take over its Museum; that a Political Equality League, with Mrs. A. V. Thomas as President, was formed at Winnipeg on Apl. 14 in order to educate public opinion along the line of demanding political equality for women; that the Winnipeg Conservative Association on Oct. 14 elected four Presidents, each representing a district, and including R. A. C. Manning, Dr. W. C. Morden, D. A. Sullivan and W. J. Hood; that the annual Report of the Elevator Commission presented by the Premier on Mch. 12th showed a deficit for the year of $80,000; that the Report of the Department of Agriculture prepared by Hon. George Lawrence for the calendar year, 1911, showed a grain crop of 161,000,000 bushels from the farms of 50,000 farmers—treble the product of 12 years before and the largest on record; that the Report of the Manitoba Agricultural College to the same Minister and for the same year showed 261 students in Agriculture, 60 in Home economics, 166 Normal students and 58 in the Short Course for Engineers; that the Report on Vital Statistics submitted to Mr. Lawrence stated 13,615 births in the Province during 1911, 5,449 deaths and 5,131 marriages.

The Report of the Attorney-General (Hon. J. H. Howden) showed 1,207 prisoners and insane persons in Provincial gaols during 1911, the receipt of $288,157 from Land Titles fees, the existence of 284 hotel and wholesale liquor licenses in the Province on Dec. 31, the treatment of 532 cases by the Superintendent of Neglected and Delin-

quent Children during the year; that of the Minister of Public Works (Hon. C. H. Campbell) stated that he had in hand the construction of 1,738 miles of drainage benefitting 1,860,736 acres of land, the erection during this year, or 1912, of the new Agricultural College at St. Vital, the Brandon Hospital for Insane, the Winnipeg Gaol and Normal School, the new Parliament Buildings, etc., the care and improvement of Roads, the supervision of Factory Inspectors and Public institutions; that of the Railway Commissioner (Hon. R. P. Roblin) reported a mileage in operation of 4,043 as compared with half that amount in 1900 and various improvements during the year in connection with the C.N.R.; that of J. P. Robertson, Provincial Librarian reported 37,000 Volumes in the Library valued at $80,000 and once more urged construction of a suitable building.

The competition for plans in connection with the proposed new Parliament Buildings at a cost of about $2,000,000 aroused much interest and 65 architectural firms sent in designs. The Committee in charge of the matter was composed of the Cabinet, Hon. James Johnson, G. Steel, L. McMeans, T. W. Taylor, T. H. Johnson, S. Hart Green, R. F. Lyons, T. C. Norris, V. Winkler and B. J. McConnell—Members of the Legislature. Eventually all but five plans were eliminated and out of these F. W. Simon of Liverpool was the successful competitor winning a $10,000 prize and $100,000 as 5 per cent. commission on construction. The others, who received $2,000 each, were E. & W. S. Maxwell of Montreal; Sharp & Brown of Toronto; Brown & Vallance of Winnipeg and Clemesha & Portnall of Regina. The Committee was aided in its selection by Leonard Stokes, President of the British Institute of Architects.

In Temperance matters the Government, on Feb. 16th, received a Delegation of about 200 from the Social and Moral Reform Council with W. W. Buchanan as the chief spokesman. He stated that the Council was composed of 17 distinct bodies which represented practically every Church organization in the Province, three Temperance organizations, the Trades and Labour Council, and the Grain Growers' Association. They came to the Government with mature thought, not to attack laws, but to promote constructive legislation and to move along well-beaten lines. All they asked was one more step and they were prepared to pledge active and influential support to any Government which would adopt it. "Men who sell liquor do so by permission and not by right. We ask that the Government submit the question of banishing the bar to the electorate." The Hon. C. H. Campbell, for the Government, admitted the necessity of restriction in this matter so far as was possible; described their policy and belief as being that each municipality should determine for itself what were the best conditions applicable to that municipality; and defended the Judges in their interpretation of the existing law. A Prohibition Convention at Crystal City in Southern Manitoba formed a new Association on May 24th and elected D. S. McLeod of Goodlands President; approved the policy of Banishing the Bar and political action; endorsed the principle of Direct Legislation. During the Local Option

contests at the close of the year three places decided against local prohibition and one carried the By-law.

An incident of the year was a strong argument against the Single Tax presented to the Real Estate Exchange by James Scott on Mch. 13 with the following central thought: "Is it fair that a man struggling to get a home by making a small payment down on a lot and a few dollars per month afterwards, should have to pay the same amount of taxes on his vacant lot as the man owning the adjoining lot, who was able to build a house on it and is now drawing in rental 8 per cent. or more, on the cost of both house and lot?" Other events included a movement for the erection in St. Boniface of a Monument to La Verandrye, the explorer of the Canadian West, with an appeal issued by a Committee of which Jos. Lecompte was President; a Report (Nov. 27) by the new Commissioner of Public Utilities (H. A. Robson) upon the Selkirk Asylum for the Insane which approved the suggestion of a Lunacy Commission as a permanent supervisory body to be composed largely of medical men and including, if possible, an alienist; a decision from the same source (Oct. 14) settling the dispute between the City, the Winnipeg Electric Railway, and the Winnipeg, Selkirk and Lake Winnipeg Railway Company in regard to the terminal and tracks of the Selkirk Company's line and ordering the latter corporation to proceed forthwith and construct a double track line down the centre of Main Street from the south boundary of Parish lot 3, Kildonan, to the northern City limits and to remove its tracks and terminals from the west side of the Street within a reasonable time; a further decision (Dec. 20) adjusting the matter of joint use of electric poles by the City's Power and Light Department and the Street Railway Company; the constitution of the Public Markets Board with F. W. Peters representing the C.P.R., J. R. Cameron, the C.N.R., H. H. Brewer, the G.T.P. and S. Benson, the Provincial Government. The following Government appointments were made during the year:

Superintendent of Immigration	Justin J. Golden	Winnipeg.
Inspector of Public Institutions	W. M. Baker	Winnipeg.
Commissioner to Revise and Consolidate Provincial Laws	Hon. T. D. Cumberland	Brandon.
Commissioner to Revise and Consolidate Provincial Laws	Hannes M. Hannesson	Winnipeg.
Commissioner to Revise and Consolidate Provincial Laws	A. M. S. Ross	Winnipeg.
Provincial Representative Public Markets Board	Stephen Benson	Neepawa.
Member Board of Directors Agricultural College	E. A. C. Hosmer	Virden.
King's Councillor	Jeremiah E. O'Connor	Winnipeg.
King's Councillor	John A. Machray	Winnipeg.
King's Councillor	George B. Coleman	Brandon.
Secretary Public Utilities Commission	A. Wilson Smith	Winnipeg.
Deputy Minister of Agriculture	Spencer A. Bedford	Winnipeg.

An interesting movement was, during 1912, heard much of in Manitoba and, in fact, had been already endorsed by the Grain Growers Associations of all three Western Provinces. The Direct Legislation League of Manitoba was organized in December, 1910, and with it was affiliated the Manitoba Grain Growers Association,

Winnipeg Trades and Labour Council, the Royal Templars of Temperance and the Manitoba League for the Taxation of Land Values. Its officers in 1912 were J. H. Ashdown, Hon. President; Dr. J. N. Hutchison, President; D. Forrester, B.A., and John Kennedy, Vice-Presidents; R. L. Scott, Treasurer and S. J. Farmer—afterwards sent to assist the Saskatchewan League—Secretary. Its policy was approved by the Provincial Liberal party and opposed by the Government which, on Feb. 15th, received a Deputation urging the adoption of the Initiative and Referendum in public policy.

The Hon. C. H. Campbell in his reply was clear and emphatic: "Speaking for myself, I have no hesitation in saying I am absolutely opposed to this kind of legislation—mind you, speaking only for myself. These ideas have arisen largely because of conditions in the neighbouring Republic, conditions which I am glad to say have never existed, and never can exist, under our constitution. We have the best constitution in the world, the British constitution, which is founded on the theory of responsible government and the theory that the people are always in session. The Legislature represents the people and the Government are simply a Committee of that representation. British people command the most salutary check upon oppression or mal-administration, the best check that has been produced in the world. The highest standard of ethical conduct the world has ever seen has been produced under the British system. I do not want to have the ethical standards of the United States or of other Legislatures made the ethical standard of this Legislature or of any British Parliament." What was aimed at by the League and its supporters was defined in a Pamphlet issued at this time with R. L. Scott as the author and *The Grain Growers Guide* as publisher. Direct Legislation was stated to include the Initiative and Referendum with, in many American States, the Recall as an additional element. The three planks were defined as follows:

The Initiative is the right of a certain number of the duly qualified voters—eight per cent. in nearly all of the States where it is in operation—to propose a law by means of petition. This proposed law and petition is sent to the Legislature and may be enacted according to the ordinary course of procedure. If the members of the Legislature do not see fit to do this it is obligatory upon them to submit it to the people to be voted upon not later than the next general election. If it is passed by a majority vote of the people it becomes law upon being signed by the Lieut.-Governor. The Legislature can order a special general election to pass upon such proposed law upon giving 90 days' notice of its submission to the people.

The Referendum is the right of a certain number of the duly qualified voters—five per cent. in nearly all of the States where it is in operation—to demand of the Legislature the submission to the people for final approval or rejection, of any law or laws which the Legislature may pass. This makes the people the final arbiters of the laws which they shall submit and under which the country shall be governed and its public institutions maintained and regulated. The Referendum also provides for the voluntary submission to the people by the Legislature of proposed laws which may originate with the Legislature but for which its members may be unwilling to assume the responsibility.

The Recall is the right of a certain number of duly authorized voters —usually 25 per cent. where it is in operation—in each or any constituency to demand by means of petition that the sitting member of the Legislature or other elective officer shall again appear before his constituency for re-election or dismissal. This is done by calling a special bye-election in the constituency for which the representative in question is member.

It was stated that, commencing in 1898, the following States of the American Union had adopted the first two portions of the policy: South Dakota, Utah, Oregon, Montana, Oklahoma, Maine, Missouri, Arkansas, Colorado, Arizona and California. The League held a banquet in Winnipeg on May 8th with Dr. Hutchison in the chair and speeches from Mr. Ashdown, J. W. Dafoe of the *Free Press,* John Kennedy of the Grain Growers, R. A. Rigg of the Labour Council, the Rev. Dr. G. B. Wilson, R. L. Richardson of *The Tribune,* and others. The subject was discussed at the Liberal Club on May 20th with J. W. Wilton as the chief speaker. The annual meeting of the League was held on Dec. 20 and E. D. Martin was added to the Advisory Board. The Organizer, F. J. Dixon, reported that "a large number of meetings have been held and our membership has been more than doubled with 800 new members. I have addressed 140 meetings in Manitoba on the subject of Direct Legislation." A debt of gratitude was expressed to the *Grain Growers' Guide, The Voice,* the Winnipeg *Tribune* and the Manitoba *Free Press.*

Intimately associated with this movement, with the Temperance organizations and with the organized Grain Growers, was the work of the Liberal Party during the year under the leadership of T. C. Norris. Addressing the Winnipeg Liberal Association on Apl. 22nd Mr. Norris said: "Probably the most important plant in the Liberal Party's platform is that of Direct Legislation. The Opposition is offering to the people in that plank a most advanced measure and if the people of Manitoba ever honour us with their confidence and place us in power that is a piece of legislation which will be enacted into law at the earliest possible moment." Upon another matter he was equally explicit, and declared he felt most strongly, the need for Compulsory Education. Their system would never be complete until they had a Compulsory school-clause. For some reason the Government had consistently opposed any such measure but it was one of the planks in the Liberal platform and he would continue to advocate it until it became law. Mr. Norris refused to admit that Reciprocity was dead and declared that Mr. Roblin, in his denunciation of that policy, had practically called 600,000 Canadians traitors. A little before this on Mch. 8 the Opposition Leader was banquetted by over 500 Winnipeg Liberals and of him the Winnipeg *Free Press* said: "During the two years in which he has occupied the responsible position of Leader of the Liberals, there has been a steady growth in the regard in which Mr. Norris is held by the public. He has led the Liberals of Manitoba with skill and dignity." Mr. Norris spoke at many points in the Macdonald bye-election and at other places on Provincial issues during the year.

At a banquet in Carman on Dec. 13 he denounced the proposed Reese legislation of the past Session, declared justice under the Attorney-General to be "in a rotten condition," and added:

> We must have Compulsory Education on broad and well-conducted lines, not for the party alone. The first duty of the Liberals will be to see that every child has the chance of an education. Liberals stand for the teaching of English, first and foremost, in every school in the Province. There is no objection to other languages but let them be secondary. The system of education should be rounded off with a Provincial University. The denominational colleges do well in their way but we must have only one head, one place for giving diplomas, and then only will the system of education be complete.

The Manitoba Legislative Session of 1912

The second Session of the 13th Legislature of the Province was opened on Feb. 24th by His Honour, D. C. Cameron, Lieut.-Governor, with a Speech from the Throne which first mentioned the Coronation and the smart soldierly appearance of Canada's Militia representation; referred to the Royal visit to India and the appointment of the Duke of Connaught to Canada; mentioned with conspicuous brevity the Dominion's recognition of Manitoba's boundary and financial claims and the successful negotiation with the Militia Department for the acquisition of the Barracks property; dealt with the proposed appointment of a Public Service Commission, the construction of the new Agricultural College at St. Vital and the erection of a Public Market in St. Boniface; referred to the Telephone matter as follows: "Some public criticism having been made upon the management and operation of the publicly-owned Telephone system in this Province, the Commission operating the System asked for a public inquiry covering their work and my Government was pleased to grant their request. I trust that the Commission appointed to make this inquiry will have completed their work and be able to submit their Report before you have completed your labours."

The Address was moved by Samuel Hughes of Gilbert Plains and seconded by A. M. Lyle of Arthur. The Opposition Leader (T. C. Norris) criticized at length the Telephone situation and described the Government as absolutely responsible; claimed that the Laurier Boundary offer of 1910 should have been accepted and financial terms arranged afterwards; declared that the original site of the Agricultural College was a mistake and against the Opposition's advice; approved the plan of a Public Service Commission. Mr. Premier Roblin replied briefly and pointed out that the Laurier Government had not included control of natural resources in its offer of territory and had consistently "ground Manitoba under its heel"; declared that the appointments in the Telephone Commission and management had been absolutely non-partisan and that there was a Liberal press conspiracy to discredit the Commission and destroy public ownership. On Feb. 27 the following Opposition amendment was moved by G. J. H. Malcolm and J. B. Baird: "Whereas on Feb. 15, 1911, petitions were presented to this House

praying for an Amendment to the Liquor License Act to prohibit the sale of intoxicating liquors in bar-rooms and that such amendment be submitted to the people in the form of a Referendum; therefore Resolved that in the opinion of this House the prayer of the Petitioners should be granted immediately."

Mr. Malcolm stated that 20,000 persons had signed this Petition, that it had not received the Government's attention, and was a matter of greater importance than even Boundaries. The Premier expressed his entire sympathy with any movement having for its purpose the moral advancement of the people, but declared that this was a matter not to be hastily argued or acted upon. Other Delegations of quite as high moral standing as that which petitioned the Government a year ago had advised the Premier against such legislation as being likely to increase the evils and problems of the Liquor traffic. He reminded Mr. Malcolm that a Plebiscite of the people in favour of abolition of the bar had been twice ignored by Liberal Governments in other parts of Canada; he was not affected by partisan reasons. The Liberal Leader and his lieutenants in the ensuing debate avoided the principle of Prohibition but stood for submission of the issue to the people. Mr. Roblin took strong ground against both elements of the subject and he, as well as Hon. C. H. Campbell, Minister of Public Works, stood for Local Option and Municipal control of the traffic. Mr. Campbell believed in publicity as the greatest check upon drinking. The amendment was (Mch. 1) rejected by 20 to 14—the Opposition being supported by A. H. Carroll and James Argue of the Government party.

During this debate on the Address, the chief objects of Opposition criticism were the Telephone and Elevator matters and every string of the instrument was played upon in these connections. S. Hart Green on Feb. 28 urged a union label on Government purchases, a free Provincial Employment Bureau, the prohibition of females in Oriental business places, the making of a dower law protecting a Woman's rights in her husband's property. He denounced the administration of justice in the Province. Lendrum McMeans (Cons.) replied by reading affidavits charging Mr. Green with improper registration of names in the late Election and attacked the Opposition by declaring that most of its Members had been in the employ of the late Dominion Government at one time or another. Wm. Molloy (Lib.) regretted that the Government during its twelve years of office had failed to take into its counsels a member of the Roman Catholic minority of the Province, which now formed one-seventh of the population. "Never in the history of the Province is such a representation more needed than it is to-day nor was there ever a time when it would be more appreciated. In such questions as the Boundary issue, Bi-lingual and Separate Schools, the Catholic minority is immensely interested."

His reference to Reciprocity was sensational. "No greater blow has ever been dealt Western Canada than the rejection of Reciprocity. Moreover, I am prepared to support any man who will introduce a

Resolution moving for the separation of Eastern Canada from Western Canada. If the people of Eastern Canada are going to dictate the policy of Western Canada then the time for separation has come." The Address passed on Mch. 5th without division after Mr. Campbell had stated in the Telephone matter that the Government could have kept its promise to cut the rates in half if it had only operated the plant bought from the Bell Company. That plant could be sold to-day for what it cost and the Government had received offers on that basis. It was the great extension of the system which necessitated higher rates. To the farmers the Telephone system had proved a great boon and had increased the price of land. The Minister also denounced Mr. Molloy for his Separatist remarks and included Grain Grower leaders such as R. C. Henders and Roderick MacKenzie in his denunciation.

Tht Hon. Hugh Armstrong delivered his annual Budget Speech on Mch. 12. It was based, in figures and conclusion, upon the statement that "never since its inception as a Province has Manitoba been more fully recognized as a profitable field for investment, for colonization, for settlement, than at the beginning of 1912." The estimated Receipts for the year ending Dec. 31, 1911, were $4,140,247 and the actual total $4,454,180; the Expenditures on Consolidated or ordinary account were $4,002,826 leaving a Surplus of $451,264. Additional Receipts from Open Ledger or drainage accounts were $382,284, from Trust accounts $4,569,042, from the Court of King's Bench $138,361, or a total of $9,543,877. Additional Expenditures were $170,986 on Open Ledger account, $1,232,747 on Capital Account which included $700,624 on the Agricultural College and $393,996 on the Brandon and Selkirk Hospitals for the Insane, $3,356,538 on Trust accounts, etc., or a total of $8,861,968. The balance of Cash in the Treasurer's hands on Dec. 31, 1910, was $1,656,332; on Dec. 31, 1911, it was $2,338,242.

Of the ordinary Revenue the Dominion Subsidy, etc., amounted to $1,021,794; the School lands returned $183,547; the Attorney-General's Department for fines, Law and Court fees, Land Titles fees, etc., totalled $454,158; Liquor Licenses returned $112,427; Provincial Lands, in sales and deferred payments, $575,625; Public Works and Institutions $362,798; Succession duties $165,860; Financial and Insurance corporations and Railways $268,619; Telephones $1,318,309 and Grain Elevator Commission $118,642. The Expenditures included $116,320 on Legislation; Education Department $514,433; Department of Agriculture and Immigration $322,443; Attorney-General's Department—including administration of Justice $428,686; Government Telephone Commission $1,000,000; Public Works Department $956,107—including maintenance of public institutions. Mr. Armstrong referred at length to the prosperity of the Province, reviewed the Telephone and Elevator situation, and gave a list of the Government's surpluses on ordinary account from that of $11,056 in 1900 to the nearly half-million figure of 1911—a total in 12 years of $4,111,912. The Cash in hand on Dec. 31, 1899, was $600.29

compared with over $2,000,000 in 1911; the actual 1899 deficit left by the Greenway Government was $248,136. The Public Debt of the Province on Dec. 31, 1911, included Manitoba Government Stock of $8,151,666, Provincial Debentures (direct liability) of $7,896,259; and indirect liabilities of Canadian Northern Debentures, guaranteed, $21,199,445, and C.N.R. Stock, guaranteed, $2,860,000, with some lesser amounts in either connection. For the direct liability Government Telephones and Elevators were chiefly responsible.

The debate which followed was led by Mr. Norris for the Opposition. He contended that the Surplus of $450,000 announced by the Provincial Treasurer vanished when from it were deducted the proceeds of sales of Provincial lands, which should properly be regarded as capital, and the overdraft of $159,000 by the Telephone Commission. The latter item, Mr. Norris declared, should obviously be deducted from the announced Surplus. "If any corporation or wholesale firm had published a statement wilfully ignoring the existence of a bank over-draft of $159,000 its statement would be considered false and misleading." Mr. Norris endeavoured to prove the Government's responsibility for the alleged breakdown of its Telephone and Elevator systems. He emphasized an investment by the Province of $10,500,000 in the Telephone and Elevator systems and described the situation in respect to rates as follows: "A more direct and flagrant violation of pledges made to the people has never happened in Canada and there is no justification for it." In the latter part of his speech Mr. Norris urged an energetic campaign in favour of better roads in the rural districts. He suggested that the Government co-operate with the Western Provinces in the building of public highways across the prairies and over the mountains. He contended that the Government was not spending enough on Education in the rural districts.

A Government measure of great public importance was the Bill introduced by Mr. Howden, Attorney-General, creating a Public Utility Commission for the Province. In his speech on the 2nd reading (Mch. 18) Mr. Howden said:

> **The Commission to be appointed under this Act will be a Court of Record with ample provision to enforce its judgments. It will consist of a Commissioner and his Secretary and will have the power from time to time to call in to assist it in arriving at a conclusion, such experts and engineers as are skilled in the subject which it has under consideration. The Public Utilities which this Act will deal with are those subject to the Legislative authority of the Province of Manitoba —telegraph or telephone lines, and those engaged in furnishing water, gas, heat, light or power either directly or indirectly to the public; Manitoba Government Telephones and the business carried on under the Manitoba Grain Elevators Act; but the Act shall not apply to any of these utilities operated by a municipal corporation unless the corporation so wishes.**

The powers given the Commission included the right to value property of public service corporations, to fix and change rates, to determine and control services, to require a uniform system of accounting, to control issues of stocks and bonds. "The judgments of the Commission will be final, and no appeal can be had therefrom except

as to questions of jurisdiction; if an appeal is taken, then such appeal will have precedence over any other matter before the Court. Franchises granted by municipalities will hereafter have to be approved of by the Commission, who will certify to the reasonableness of the conditions. The Commission will have no administrative authority except in extreme cases. Where its decision is disobeyed the Commission may take charge of the property of any Public Service corporation and operate it in the interests of the shareholders and the public until such time as its orders are carried out." T. H. Johnson followed for the Opposition and claimed that the appointment of only one Commissioner was unwise and arbitrary; that he would be responsible only to, and be controlled by, the Government; that in practice the Commission would simply take over the Telephones and Elevators and await the pleasure of the municipalities for further duties; that the deletion of a right of appeal created an arbitrary one-man tribunal.

Mr. Roblin spoke strongly in support of the measure: "I am democratic in so far as the will of the people is concerned," said the Premier, "but an autocratic form of government is the best form of government in the world if you have the right kind of autocrat." The appointment which the Government would make to the office of Commissioner would secure the advantages of the Bill both to the people and to the corporations. The Commission would afford a judicial and fair inquiry into all the facts. Findings would be made which would not be over-ridden by the technicalities of the law. The granting of redress would not be drawn out over months and years. C. D. McPherson spoke for the Liberals and maintained that some of the clauses in the Bill would over-ride the rights of municipalities and, in that respect, the powers of the Commissioner were dangerous. "The whole thing is a proposal to increase the machinery of Government without good reason." J. G. Harvey (Cons.) supported the measure and summarized the criticisms as follows: "(1) That it does not place any corporation, municipal or otherwise, operating a public utility, under the control of the proposed Commission, *i.e.*, it does not go far enough. (2) That it will take away from the City of Winnipeg, and I suppose other cities and towns, the control of their municipally-owned public utilities—*i.e.*, it goes too far." On Mch. 22nd Mr. McPherson's motion of a "six-month's hoist" was rejected without division following upon a full and careful explanation of the terms of the Bill by the Premier, an acceptance of its principles by S. Hart Green (Lib.), and the refusal of Mr. Norris, Opposition Leader, to divide the House. In Committee on Apl. 1st, the Premier stated that Winnipeg was not specially included in the Bill by its own request. It then passed without further serious discussion.

A much-discussed measure of a non-official nature was the Manitoba Power Company incorporation Bill and associated legislation. Introduced by J. E. Bernier (Cons.) the names of the incorporators were R. R. Muir, E. B. Reese, D. L. Mather, A. E. Muir and W. R. Mulock, K.C., and the Capital Stock, which could be increased from time to time, was $15,000,000. Section 15 empowered the Company

to acquire the undertakings, assets, properties, good-will, rights, powers, privileges, or authorities of any other person, firm or company while Section 25 empowered the Company to buy out, particularly, the Winnipeg Electric Railway Co. and authorized the latter corporation to "sell, transfer and convey," the Manitoba Electric and Gas Light Co., the North-West Electric Co. Ltd. and the Winnipeg General Power Co. which had been acquired by the Winnipeg Electric Co. in 1898, 1900, and 1904 respectively, to the Manitoba Power Co. It was further provided that the Manitoba Power Co. should then possess all the powers and privileges set forth in the statutes incorporating these latter Companies. The right was asked to do an immense and varied business in operation, industry and transportation. In Committee and before the City Council on Mch. 20 Mr. Reese, who was the promoter of the Syndicate behind the Bill, gave his point of view and statement. First, as to the amalgamation there was the Winnipeg Electric, a holding company pure and simple; the Manitoba Power, a company simply for light and power; the Winnipeg Street Railway for building and running street car-lines within the present limits of the city; the Rural Railway Co. for a similar purpose outside the city limits. The City would retain the right to take over the Street Railway by purchase at the end of its 35-year franchise—in 1927. Mr. Reese said that the purpose of the promoters was to give the City such a service that when the franchise expired the City would be unwilling to take over the system from the Company.

They were prepared to expend $14,000,000 before the end of 1917 in the extension of all the three Companies and would build 25 miles of new railroad within each of the next four years. During the first two years the half of that mileage would be within the City, but in the last two the proportion would be a third in the City and the remainder outside. The matter was complicated by all sorts of legal and almost historic side-issues in respect to Charters but the chief points were the City's contention that its future purchase of the Street Railway was hampered by the building up of a probable rival and competitor and the Syndicate's contention that by legislation already granted it had the power to build a rural street car system and, with the consent of the City, bring its passengers into the city on terminal lines; that if it was to extend this rural system far into the Provinces it must be secured in the right of bringing its passengers into the City; and that its right of so doing would be utterly destroyed, if the City were to have the power of cutting off the ends of all their lines as soon as they fell within the City limits. In the associated Rural (or Radial) Railway Bill the contentious clause gave power to construct, maintain, use and operate, for any and all lawful street railway purposes, a line or lines from any point outside the City of Winnipeg, in connection with any line of railway which the Company might own or operate, to any point upon any line of any Street Surface Railway within the said City.

It is impossible here to go into all the varied issues between the Street Railway, the proposed Companies and the City. The latter

presented its objections in the Private Bills Committee on Mch. 25 in an elaborate statement signed by Isaac Campbell, K.C., A. J. Andrews, K.C., and T. A. Hunt as City Counsel. On the 28th a mass-meeting of citizens was held and, in a series of Resolutions, vigorous protest was made against this proposed legislation. Mayor R. D. Waugh and Messrs. Campbell and Andrews spoke—postponement to the next Session being particularly urged by speech and motion. On Mch. 30 the Premier attended the Private Bills Committee and heard the Company's case presented by Alex. Haggart, K.C., and the City's case argued by A. J. Andrews, K.C., while E. B. Reese and Mayor Waugh also spoke. In a brief address Mr. Roblin asked for a concise statement of the City's position—clear and without legal verbiage—and was himself clear as to general conditions:

> I am sure that the Legislature has no desire to do anything, and will not tolerate anything that will handicap or injure the City of Winnipeg in the interests of any private corporation. I am sure, also, that it is the desire of the Legislature, as I am sure it is the desire of the citizens of Winnipeg, that everything possible should be done to obtain capital for the development of this Province, both as to electrical power and as to the convenience that electric railways can bestow. I also wish to emphasize the fact that it is not the desire or the intention of the Legislature to interfere in any way with the decision of the Judicial Committee of the Privy Council with reference to the rights that the Winnipeg Street Railway Co. enjoy. We propose to leave that situation just as the decision placed it.

On Apl. 1st the City presented the statement asked for by the Premier and on Apl. 4th it was found that the Power Bill had passed the Committee and been reported to the Legislature. The Report was received by a vote of 24 to 11. There followed a prolonged conference between the Government and the Company's and City's representatives, and on the 5th it was announced that the Reese Syndicate had withdrawn both the Power and the Rural Railway Bills. A little later the Rural Railway measure was allowed to go through in a greatly attenuated form. The reasons given for the Power Bill withdrawal seemed to indicate that the Syndicate had surrendered point after point and finally reached a stage where they decided to abandon the fight in its present form. In reality a settlement had been reached and the Premier in referring to the whole matter on Apl. 5th said: "There has been a good deal of harmful publicity given to what are known as the Reese Syndicate Bills, which this Legislature was asked to consider. I am, I think, warranted in this statement, that the Mayor, every Controller, and every Alderman of this City, and all the legal gentlemen who were engaged to look after the City's legislation will say that myself and the Government were willing and did meet in every regard, without any single exception, every request that they made on us."

On the last day of the Session the Hon. J. H. Howden introduced and carried through all its stages an Enabling Bill in this general connection: "Whereas it is in the interests of the public that the City of Winnipeg be authorized to enter into an agreement with any

Company operating utilities in the City, or that may have power to do so, with regard to the operation of such utilities; the Lieut.-Governor-in-Council may approve of a contract between the City of Winnipeg and any Company or Companies empowered to operate any Public Utilities, with reference to the operation of such utilities, which contract may be made within the present year, and said contract shall not have the effect of taking away, modifying or otherwise affecting any rights of any Company not a party to said contract." The Government was thus given full power to legalize such a contract.

There were some important changes in the Liquor License law introduced and carried by Hon. C. H. Campbell. One provided further safe-guards in connection with the Local Option interests and law and another increased the licenses paid by City Hotels in total amounts ranging from $500 to $2,000 and dependent upon the number of bartenders employed. A Prohibition delegation to the Legislative Committee on Apl. 2 described the amendments as unsatisfactory and, on the 4th, T. H. Johnson for the Opposition moved in the House that the Act be amended so as "to provide that in connection with all votes on Local Option by-laws only resident ratepayers shall be entitled to vote." It was rejected by 24 to 11. A measure presented by Mr. Roblin rectified an error in a certain Canadian Northern guarantee of 1911 and also proposed to guarantee the bonds of the C.N.R. Company, $13,000 a mile, for the extension of a Line from Gypsumville to a junction with the Hudson's Bay Railway running from Le Pas. The Premier also carried the Provincial Highways Act which, he stated on Mch. 31st, provided a definite policy in connection with the construction of public highways in the Province. Up to the present public highways had been taken care of by the municipalities with such aid as the Government could afford to give them and in a very haphazard manner. The Bill did not propose to interfere with the sums which the Government gave the municipalities each year for roads, bridges, etc., but it provided each year a distinct sum of money, $200,000 to begin with, for the purpose of establishing main highways from one side of the Province to the other, from north to south, or wherever required.

On Apl. 2nd T. C. Norris, the Opposition Leader, introduced a pro-Reciprocity Resolution which referred to the motion against Reciprocity passed on Feb. 23, 1911, and asked its repeal as having been inaccurate in statement and conclusion; denounced the car-shortage situation of the winter of 1911-12 as due in part to the absence of Reciprocity and concluded as follows: "Therefore, Resolved, that this House is of the opinion that a reciprocal agreement for free trade in natural products and in farm machinery and cement should be made by the Governments of Canada and the United States, and is of the opinion that every effort should be made to secure for the people of Manitoba the benefits of such tariff arrangement and recommends an extension of the British preference to at least 50 per cent. with the ultimate object in view of free trade within the Empire." Mr. Norris argued at length in favour of this policy and was followed by the

Premier who charged the Opposition with disloyalty, taunted them with Champ Clark and his utterances, and denounced Secession and its occasional advocates in the West. The debate was then adjourned and not resumed during this Session.

Another Resolution moved by G. J. H. Malcolm (Lib.) declared that the Federal proposal, in the new Grain Act, to place the distribution of cars at the discretion of the Grain Commission was not acceptable to the Legislature, came up for discussion on Mch. 25 and 29 and was then withdrawn. In connection with the Public Accounts Committee Report, Mr. Norris moved on Apl. 4th a Resolution declaring that not enough time had been given for investigation; that it was not clear what value the Telegram Printing Co. Ltd. had given for nearly $100,000 paid to it during 1911 by the Departments of the Government; that the Telephone and Elevator Commission accounts had not been presented in an intelligible manner. After some discussion this was rejected by 22 to 13. An Address was unanimously approved for presentation to H.R.H. the Governor-General asking for a Federal Royal Commission "to inquire into the claims of the original white settlers who came into the Red River country between Jan. 1, 1836, and the date of the Union of the Province of Manitoba with the Dominion of Canada, or their descendants," in order that questions at issue as to certain grants of land should be adjusted and justice done.

Acts were passed relating to drowning accidents, the reports thereon and the recovery of bodies; creating the electoral division of Le Pas in the new Provincial territory; providing under specific and defined condition for the maintenance of Illegitimate children by the fathers thereof; amending the Insurance Act as to Automobile and Investment insurance; amending the Moving Pictures Act so as to give the City of Winnipeg power to appoint a Censor and to regulate local picture film exchanges; amending various details of the Municipal and Assessment Acts; imposing heavy penalties on the carrying of offensive weapons without a certificate; authorizing a Revision of the Statutes. The Taxes on Corporations were changed so as to widen the area and increase the rates. Other legislation included an Act to consolidate and amend the Acts relating to the Canadian (Winnipeg) Industrial Exhibition Association and Bills to incorporate the Club Laurier, the Winnipeg Hunt Club, the Winnipeg Automobile Club, the Cadillac Club, the Oberon Scandinavian Club and the Winnipeg Industrial Bureau; the Bill of Hon. Hugh Armstrong which enabled women to practice law in the Province upon the same terms as men; the measure establishing Public Markets at St. Boniface; the City Bill providing for a joint use of poles for electric lighting and power purposes by the City and the Street Railway Co.

The Women's and Children's Relief Act was passed, shorn of its most important clauses, but providing that in case of the death intestate of a farmer whose widow desired to carry on the farming business of her late husband, for the benefit of herself and her infant children, with capital belonging to herself and them, the administrator might,

in his discretion, permit her to do so, for so long as he should deem advisable; but should not be responsible for losses in connection with such business when so carried on by the widow, and the widow must in due course, make good to her children and their representatives, all such losses and also account to the administrator for the profits of the business less a reasonable allowance for her services in carrying on the business, and for the cost of maintaining and educating the children while so doing. An Act was also passed under which a husband or guardian might be compelled to contribute to the maintenance of a deserted wife or mother and children.

A Sale of Shares Act became effective on July 1st which declared that, subject to a penalty of not less than $50 or more than $500, or in default of payment six months in gaol, "it shall be unlawful for any person or persons, corporation or company or any person acting on his, their or its behalf, to sell or offer, or attempt to sell in Manitoba any shares, stocks, bonds or other securities of any corporation or company, syndicate or association of persons not incorporated or licensed under the laws of the Province." This meant that the majority of the stocks and bonds sold on the Montreal and Toronto Exchanges, as well as those of London and New York could not be offered for sale in Manitoba without the parties first getting a certificate from the Public Utilities Commission.

There were no By-elections during the year except one in the constituency of Le Pas to elect a representative of Manitoba's new territory. Dr. R. D. Orok of Le Pas, a graduate of Toronto University, was elected by acclamation on Oct. 22 as a supporter of the Government. In connection with the Public Utilities Commission the Hon. T. D. Cumberland of Brandon was first appointed by the Government amidst general approval but was compelled to retire shortly afterwards owing to ill-health and, on May 24, the Hon. H. A. Robson of the Court of King's Bench was appointed. The Opposition organ, the Winnipeg *Free Press,* indicated public opinion in stating that the appointment was "an admirable one" and the Government to be congratulated. Originally, Judge Robson had been a Liberal and the nature of the selection was therefore clearly impartial and public-spirited. Meantime, on Apl. 3rd, the Conservative Members of the Legislature had presented R. F. Lyons, Government Whip, with an Address eulogizing his services to the Party. The House adjourned on Apl. 6th.

The Government Telephones and Elevators in Manitoba

On Jan. 11th the Government made public a communication from F. C. Paterson, Chairman of the Manitoba Government Telephone Commission, dealing with a proposed re-arrangement and increase of Telephone rates which had aroused much discussion and political criticism. "The Commission," said its Chairman, "feel that in justice to themselves as well as to the System, some means must be employed in order that the general public may have a true statement of the facts as to the methods employed in the conduct and administration of the whole System. I, therefore, on

behalf of the Commission, would respectfully ask that the Lieut.-Governor-in-Council appoint a Committee for that purpose, with power to take evidence, under oath or otherwise, as they may deem fit. The Committee should be empowered to hold Sittings in all parts of the Province where the acts of the Commission or the conduct of its employees may be called into question." The Premier, after stating that the Government when it acquired the Bell Telephone system, was authorized by statute to place it under the management and control of a Commission composed of three men and that since Jan. 15, 1908, this Commission had continued to operate, maintain, construct, and manage the system, proceeded to state that the request would be acceded to and a Commission appointed.

This was done on the 30th with Judge Corbett Locke of Morden, Ald. G. R. Crowe of Winnipeg and R. L. Barry of Minneapolis as Commissioners " to investigate and inquire into all the circumstances, matters and methods in connection with the condition and administration of the whole Telephone system by the said Commission." The first meeting took place on Feb. 2nd and on the 19th Telephone Commissioner H. J. Horan announced his retirement. A little later Mr. Paterson and W. H. Hayes, the other Commissioners, also retired and were replaced by R. L. Barry as sole Commissioner. Meanwhile, on June 14 an exhaustive Report was made public by the Commission of Inquiry with the following definite conclusion: " We have found that the Manitoba Government Telephone property is well built and well equipped; that good service has been provided to the public; that the System has generally been administered extravagantly and that very large savings could be made by economical management; that there has not been a proper system of accounting and of keeping records in the various departments; that the proposed increase in rates and the introduction of the measured service is not required to put the System on a sound basis; and that the automatic system demands close investigation and earnest consideration." Attention was also directed to the fact that the members of the Telephone Commission asserted that they had been wholly untrammelled by outside interference or dictation; that they had administered the System as if it had been a private concern and that no evidence of any kind controverting this position was offered or brought before the Royal Commission.

According to the Public Accounts for the year ending Dec. 31, 1911, the liability of the Province for this Telephone System was made up of stocks, bonds and debentures totalling $9,292,826. Mr. Armstrong, Provincial Treasurer, stated in the House on Mch. 12 that the total receipts from earnings for the year ending Dec. 31st, 1911, were $1,259,194. On operation and maintenance accounts the Commission had overdrawn $59,115, which amount had been refunded, bringing the total up to $1,318,309. The Government had paid the Commission on account of operation and maintenance $1,000,000 and in interest they had paid $361,350. The actual deficit from the operation of the Telephone System for the year 1911 was, therefore,

$43,040. The Capital expenditure was given as $168,389 in 1907 and $538,806 in 1908; $4,450,029 in 1909 and $2,500,000 in 1910; $1,757,047 in 1911 or a total of $9,414,272 less $624,194 as value of stores in hand. The number of telephones on Jan. 1, 1912, was 37,160 and the cost per telephone $236.55.

The Liberals in the Legislature discussed this matter at great length. T. H. Johnson, on Mch. 14th, moved that "a special Committee of 12 Members be appointed to examine and inquire into all matters relating to the Manitoba Telephone System, including the original purchase of the Bell Telephone System, the construction, maintenance, operation, purchasing of supplies and hiring of employees; with power to send for persons, papers and records and to examine witnesses under oath; and that this Committee be instructed to report to the House their findings, observations and opinions thereon with such recommendations as, in their judgment, will make possible the fulfillment of the pledges made by the Government as to rates and service on the strength of which the Province embarked upon the enterprise." To this obvious vote of censure upon the Government and reflection upon its Commission of Inquiry the Hon. C. H. Campbell moved in amendment that the House await the Report of the Royal Commission.

Vigorous speeches were made on both sides of the question—Messrs. Johnson and C. D. McPherson, in particular, for the Opposition and Mr. Campbell for the Government and the Ministerial amendment was then carried by 22 to 13. In a Return submitted to the House on Mch. 19th it was stated that the Telephone System of Winnipeg alone had given a revenue growing from $396,552 in 1908 to $659,512 in 1911 and that the net revenue over and above expenses and interest was $147,146 in 1908, $82,523 in 1909, $77,126 in 1910 with $45,910 deficit in 1911. T. C. Norris, the Opposition Leader, brought up the subject in the House again on Mch. 21st with a long Resolution which quoted from official utterances and Government speeches promising a reduction in rates from those of Bell telephone days; reviewed various Government statements as to the desirability of low rates *plus* the fact of a deficit between revenue and expenses and a proposed increase in rates; and urged that the Treasurer's Surplus for 1911 "should be isolated from Consolidated Revenue Account and deposited in a Special Trust Account to be drawn on by the Provincial Treasurer to meet any deficits which may result in the future in connection with the operation of the Manitoba Government Telephone System; and further this House is of the opinion that no increase in telephone rates should be resorted to until after the Trust Account, aforesaid, is exhausted." To this Mr. Campbell, seconded by the Premier, moved an amendment that "it is undesirable to take any action upon the Surplus accrued or upon rates until after the Royal Commission has reported and the same been fully considered," and this was carried by 21 to 11.

On Mch. 27 a Committee of the Winnipeg Board of Trade composed of H. Bruce Gordon, E. A. Mott, D. E. Williams, G. N. Jack-

son and C. N. Bell, appointed to investigate the local Telephone situation, submitted an elaborate Report which expressed opposition to the measured system, on the ground that it was unnecessary at the present stage of development in Winnipeg and would be bad for business and social life; stated that there was no automatic method for the registration of calls and that enough money could be readily obtained for the expenses of the system with an unmeasured service. They suggested that savings could be effected in the operation of the business and indicated certain technical changes which seemed desirable. Comprehensive figures were also given as a basis for proper and adequate charges. Additional revenue should be obtained from business phones and a reduction in working expenses effected. On July 19th Commissioner Barry announced new and increased rates for the City of Winnipeg—the residence phone for unlimited service being $30 instead of $25 and the business phone $60 in place of $50. For the limited service there was a varied list of charges.

Mr. Bruce Gordon, President of the Board of Trade, expressed satisfaction with the new rates and especially with the acceptance of the flat rather than measured rate system. A little later Mr. Barry announced a re-organization plan for the Provincial System based upon that in force in Minneapolis and announced H. E. Brockwell as the new Chief Engineer and Assistant to the Commissioner and E. W. McLennan as General Superintendent of Traffic for the Province. The new rates outside of Winnipeg were published on July 30 with a schedule varying according to locality and higher than that of 1911, in general, but lower than the schedule established in December of that year. Following the re-organization, Mr. Barry retired and was succeeded on Aug. 19th by George A. Watson of Minneapolis. Monthly reports to the end of 1912 showed a steady increase of revenue in the System and reduction in expenses.

The Report of the Elevator Commission for the year ending Aug. 31, 1911, was presented to the House by the Premier on Mch. 12. It showed a total Provincial investment in Elevators, to Dec. 31st, of $852,370 for purchase, $109,994 for cost of building Elevators and $38,977 for miscellaneous purposes or a total of $1,001,342. The cost of operation and maintenance for the year was $183,900, the Cash returns $97,599 and the consequent loss on operations $84,145; the total of grain received in the year was 5,051,922 bushels with 5,038,534 bushels shipped. In the House on Mch. 20 the Premier stated that this deficit was on handling the crop of 1910. "That was the first year. The 1910 crop was a very small one; it was practically a failure. We began the operation of the Elevators under very unfortunate conditions, unfortunate for the country and unfortunate, necessarily, for the Elevators, and the deficit was consequently larger than it will be in an average year." On the following day in reference to an inquiry of the Opposition Leader, Mr. Roblin added: "As the House is aware, the investment in the purchase of the Elevators was entirely due to the demand made by a certain organization in Manitoba (the Grain Growers) and the action of the Legislature was

taken in the belief that the organization in question was prepared to lend full support to the scheme. Unfortunately that has not been done." The subject was debated on Apl. 3rd when C. D. McPherson (Lib.) condemned the suggestion that the farmers were responsible for the purchase of the Elevators. The farmers had regarded the Elevators with suspicion. As everybody in the Province knew they cost one million dollars, but if sold to-day they wouldn't realize one-fifth of that sum.

The Premier, in following, stated that the Grain Growers Association had insisted a couple of years before on Government ownership of Elevators as the panacea for injustice and high rates at the hands of an Elevator monopoly. They came in a large Delegation to his Government and promised to patronize the Government Elevators if established. "They said they spoke for the farmers of Manitoba, and," added the Premier, "I believed them. I have since learned that I was mistaken and here I am willing to admit that I was wrong. I took the voice of the demagogue as the voice of the public and I consequently made a mistake. The farmers didn't want Government Elevators in this Province. Experience has shown that to be a fact for the reason that they do not patronize them." The Premier went on to describe what the Government had done in building and buying elevators throughout the Province. As an illustration of how they were supported, he said that from Sept. 30, 1911, to Jan. 31, 1912, they had shipped 2,360 cars by the C.N.R. while the Company Elevators had shipped 5,279 cars. "You will see," said he, "that it is impossible for the Government Elevators to make any progress when we can't secure the patronage of those for whom they were built."

As a result of these conditions and other developments, D. W. McCuaig, Chairman of the Manitoba Elevator Commission, announced on May 9th that the Government had decided to terminate the work of the Commission on Aug. 31st. Between September and January the Commission had only handled 40 per cent. of the grain of the Province. "This losing game," said Mr. McCuaig, "where there is an insufficient support from the people and where there are certain operating expenses which cannot be overcome, and which would scarcely be covered by the amount of business handled, is beyond doubt the reason for the move. We can't get the grain to handle to make it a paying business." There were 172 Elevators in the System with a total capacity of about 4,300,000 bushels. It was proposed to lease or sell the Elevators and negotiations were got underway with the Grain Growers Company Ltd. The arrangement, as finally announced on July 20th, involved the payment of a rental by the Company of 6 per cent. interest on the Government's capital investment of $1,100,000 in the Elevators. One-third of this rental was to be available for up-keep for which the Province remained responsible—as well as for insurance, taxes, etc.

The Extension of Manitoba's Boundaries and Area

The victory of Manitoba in this connection was the Provincial event of the year. The Province had never received the territory to which she might reasonably have asserted strong claims in the days before the great West became fitted for carving into newer Provinces. She had been curbed in her Eastern extension by the claims of Ontario; in her Western expansion by (1) the requirements of the Hudson's Bay Company, (2) the evolution of Saskatchewan and Alberta, (3) the development of Educational and political problems which touched Dominion-wide interests. The result was that for 40 years she had only possessed an area of 73,732 square miles and was, indeed, "the postage stamp Province"—as local politicians sometimes termed her in their appeals to Ottawa for room to grow. With the coming of Mr. Borden to power it was certain that the long struggle of the Conservative Government of Manitoba for more territory and greater revenues would obtain recognition and the only question was one of details and specific arrangement. The District of Keewatin lay ready to hand for division and exploitation, for population and railway communication with Winnipeg and Hudson's Bay. Saskatchewan wanted a share, however; Ontario demanded a portion with a port of Hudson's Bay; Quebec expected to receive the wide areas of Ungava.

At the end of January Hon. R. P. Roblin and Hon. C. H. Campbell were in Ottawa conferring with the Premier and his Ministers although the matter was already, and in the main, settled as the following extract from a letter written by Mr. Borden to Mr. Roblin on Nov. 20, 1911, indicates: "Referring to our interview, I beg to say that the conclusions arrived at are as follows: the extension of the boundaries of Manitoba has been under consideration at those interviews and a basis of settlement has been reached respecting the financial terms which hitherto have been in dispute. The basis adopts the principle of equality of terms as between Manitoba and the other Prairie Provinces. The application of this principle to the details remains to be worked out. I may add that we shall introduce the necessary legislation at this Session." On Feb. 27 Mr. Borden submitted an elaborate Resolution to Parliament which, so far as boundary lines were concerned, followed the 1908 agreement between the Laurier Government and Manitoba but included a very different financial arrangement and set of conditions. The Premier in this latter connection indicated (1) the Subsidies to which Manitoba was currently entitled and (2) those which she would receive under the re-arrangement:

SUBSIDIES, ETC., FOR YEAR ENDING JULY 1, 1912.

Allowance for Government and local purposes, B.N.A. Act, 1907..	$190,000 00
Eighty cents per head per annum on 455,614 population, as ascertained by the Census of June, 1911.....	364,491 20
Indemnity for want of Public Lands (Cap. 50, Acts of 1885).....	100,000 00
Interest at 5 per cent. on Capital allowance in lieu of Debt.....	178,947 66
Total	$833,438 86

PROPOSED SUBSIDIES, ETC., FOR YEAR ENDING JULY 1, 1913.

Allowance for Government and local purposes, B.N.A. Act, 1907..			$190,000 00
Eighty cents per head on 455,614 population as per Census of June, 1911, B.N.A. Act, 1907, Sec. 1.....			364,491 20
Indemnity for want of Public Lands.....		$562,500 00	
Swamp lands deduction, about.....	$134,230 00		
University lands deduction.....	15,000 00		
		149,230 00	
			413,270 00
Interest at 5 per cent. on $8,107,500.....		$405,375 00	
Less interest at 5 per cent. on $475,816.15.....		23,790 81	
			381,584 19
Total			$1,349,345 39

The Premier observed, at this point, that "so far as some of these allowances are concerned, it is proposed that they shall date from the 1st day of July, 1908, and, therefore, as to these there will be arrearages. The Province of Manitoba took the ground that the extension of its territory should have taken place at the same time (1905) that the Provinces of Alberta and Saskatchewan were constituted, and that it should have received from the Federal treasury the same consideration which was at that time extended to the two new Provinces then created. This contention was pressed with a great deal of earnestness and persistence. We found ourselves unable to assent to it; but, inasmuch as this Parliament did on the 13th day of July, 1908, by Resolution determine that the boundaries of the Province of Manitoba should be extended in accordance with the terms as set forth in that Resolution, it seemed to us a fair proposal that the treatment now proposed for the Province of Manitoba should begin as, and from, the 1st day of July, 1908, and with a good deal of reluctance, the Province has eventually come to the conclusion to accept those terms. The following is a statement showing approximately what arrearages will be paid to Manitoba should the proposed Bill become law forthwith:

(a) Annual allowance in lieu of Debt under Bill.....			$381,584 19
Annual allowance already received			178,947 06
Arrearage each year.....			202,637 13
Arrearages for four years, July 1, 1908, to June 30, 1912....			810,648 52
(b) Annual allowance in lieu of lands under Bill.....			$562,500 00
Swamp lands deduction, average, say.....		$105,500 00	
University lands deduction.....		15,000 00	
Already received		100,000 00	
			220,500 00

Deducting that sum of $220,500 from the proposed annual allowance in lieu of lands under this Resolution, namely, $562,500, the difference is found to be $342,000. The estimated arrearage each year will, therefore, be $342,000 or for four years the sum of $1,368,000. Adding that to the sum of $810,648, above mentioned, we have the estimated total arrearages of $2,178,648." In the matter of swamp lands the Premier stated that up to the end of 1909 2,009,368 acres had been conveyed to Manitoba and 838,484 acres sold by the Province leaving 1,170,883 acres to be re-conveyed to the Dominion under the terms of this legislation. Other Swamp lands in the Province brought the total acreage, which would then be under Dominion control, up to 8,232,831.

Sir Wilfrid Laurier, in following, objected to an arrangement which gave Manitoba compensation and grants as large as though she were a new Province just entering Confederation. The Hon. W. T. White, Minister of Finance, said as to the general situation, that "the Bill, which will be founded upon these Resolutions, is to establish equality between the Province of Manitoba and the Provinces of Alberta and Saskatchewan; in other words to do simple, plain every-day justice to the Province of Manitoba, which, I am sorry to say, was withheld from that great Province by my Right Hon. friend when he was Prime Minister of this country." The Hon. W. Pugsley (Lib.) said: "What I do complain of is that the Government should come down with exceptional legislation proposing to deal with one of the old Provinces of Canada upon an exceptional basis, while altogether ignoring the claims of the other Provinces." The Hon. F. Oliver reiterated the current contention that all the Provinces should agree before a change was made in any Provincial Subsidies. "In my judgment the late Government had good and sufficient reason and was well advised, in not undertaking of its own motion to increase the Subsidy of the Province of Manitoba on Debt account as this Government has seen fit to do." The principle of paying arrearages of the kind proposed was "absolutely objectionable."

Mr. Borden, in reply, claimed that it was merely a matter of equal treatment and that for the year ending July 1, 1913, Manitoba would receive a total of $1,349,345, Alberta $1,260,105 and Saskatchewan $1,551,820 while the area of the three Provinces would be much the same. The Resolutions were then passed* and Mr. Borden introduced his Bill embodying their terms and explained, at the same time, the concurrent arrangement with Ontario as to its extension of boundaries. On Feb. 28 Mr. Borden stated that the new boundary extension would, approximately, add to the area of Manitoba (73,732 square miles) 166,000 square miles of land and 12,000 square miles of water and make the total area 251,832.

* NOTE.—Resolved, that it is expedient (a) to extend the boundaries of the Province of Manitoba northward to the 60th parallel of latitude and northeastward to the shores of Hudson's Bay, upon such terms and conditions as may be agreed to by the Legislative Assembly of Manitoba and by Parliament; (b) to authorize the Governor-in-Council, inasmuch as the Province was not in debt at the time of its establishment, to pay to the said Province an annual sum of $381,584 being the equivalent of interest at five per cent. on $7,631,683, the difference between a principal sum of $8,107,500 and $475,816, heretofore advanced by the Government to the Province for Provincial purposes; such annual sum to be paid as and from the 1st day of July, 1908, but subject, however, as to payments due upon the coming into force of any Act founded upon these Resolutions, to the deduction of certain sums received by the said Province by way of interest on capital allowance in lieu of Debt; (c) to authorize the Governor-in-Council to pay to the said Province, in lieu of ownership of Public Lands, an annual sum based upon the population of the said Province as ascertained by each quinquennial Census thereof, such annual sum to commence with $562,500 (less certain deductions in respect of what are known as Swamp lands and University lands) and not to exceed the annual sum of $1,125,000 (less equivalent deductions); the same to be paid as from the 1st day of July, 1908, but subject, however, as to payments due at the time of passing of any Act founded upon these Resolutions, to a deduction of the aggregate of certain sums received by the Province on and after July 1st, 1908, on account of indemnity in lieu of Public Lands; (d) to authorize the Governor-in-Council to pay the said Province (one-half on July 1, 1912, and one-half on July 1, 1913) the sum of $201,723 towards the construction of public buildings.

Interviewed in Winnipeg on Feb. 29th, the Provincial Premier said of this proposed legislation: "The announcement is most pleasing to me, possibly more so than to any other man in the Province. It is more than 30 years since I made my first speech claiming extended boundaries and equality in regard to our financial relations with the Dominion. The additional revenue will enable us to carry out the forward policy that has characterized the Conservative Party in this Province for many years. We will use a portion of this money in completing and perfecting our Agricultural College buildings, giving it first place, because we recognize that agriculture is the staple industry or interest in Manitoba and therefore must have first consideration. We will increase our expenditure in connection with the Educational interests of the Province giving special consideration to technical and industrial education. We will inaugurate and establish a Good Roads policy and will set apart at least $100,000 a year for the purpose of building permanent highways through the Province. Whatever portion or sum that may be necessary will be applied to properly equip and qualify those portions of the added territory which require facilities and conveniences."

A Liberal opinion or argument in Manitoba was expressed by the Winnipeg *Free Press* on Mch. 5th as follows: "Has anybody, save and except Mr. Roblin himself, an imagination powerful enough to blazon forth the language Mr. Roblin would have used if Sir Wilfrid Laurier had ever proposed to partition Keewatin in this way—fastening an Ontario belt across Manitoba, with Port Nelson as the buckle? The Borden Government, in which Mr. Rogers and Dr. Roche represent this Province, has the sole, original and absolutely incontestable claim to the unique glory of having originated the idea of decorating the map of Canada with that five-miles-wide and three-hundred-miles-long Isthmus of Ontario lying across Manitoba." The Manitoba Opposition views were more fully voiced in a speech by T. Crawford Norris, Provincial Liberal Leader, at a Winnipeg banquet in his honour on Mch. 7th:

> I can tell you the policy of the Manitoba Liberals on the boundary question in a single phrase. We demand the transfer to this Province of the natural resources within its boundaries. The Nelson River and the lower reaches of the Saskatchewan, within the new territory, have combined water-power, as estimated by the Conservation Commission, of 6,500,000 horse power. We give that to the Dominion. The new territory has considerable areas of arable and swamp land, probably 20,000,000 acres; it has extensive forests of pulp-wood and timber; it has lakes filled with fish; it has important mineral prospects. All these belong to Manitoba of right; but the Dominion retains them. The new territory contains the site of what will be one of the large cities of Canada, the port of Western Canada. We give it to the Dominion which has already obligingly transferred it to Ontario. And finally we hand back to the Dominion swamp lands in the existing Province to the extent of at least 7,000,000 acres worth not less than $20,000,000.

On Mch. 4th Mr. Borden moved the 2nd reading of his Bill at Ottawa and reviewed the whole situation. He stated the Swamp lands to be restored to the Dominion were worth at least $21,000,000 in

Capital or $1,000,000 a year in revenue; Manitoba had accepted a reduction of $149,230 in the allowance on account of lands from the amount allowed Saskatchewan; the Province was charged with 150,000 acres of land originally granted the University of Manitoba at a value of $2.00 an acre—estimated as at the period when granted. Care had been taken while creating equality of treatment to make sure that conditions in each case were fairly alike. A long debate followed with many speeches and detailed arguments looking, on the part of the Opposition, to the claim that Manitoba was getting special and unfair consideration on account of its political views. As to the matter of natural resources the Government described it as one of similarity in all the Western Provinces, one requiring careful consideration and consultation with the other Provinces of Canada. Both Mr. Borden and Mr. Rogers indicated that the settlement would have to be a broad one, and general, rather than limited to one Province. Later on the discussion turned upon the Separate School question which has been elsewhere dealt with. Eventually the Bill became law.

In the Provincial Legislature on Mch. 28th Mr. Roblin presented an Act to provide for the further extension of the boundaries of the Province and to formally consent and agree to the new boundaries and the financial terms as elaborated and defined in the measure which had recently passed Parliament and received the Assent of the Crown. In an exhaustive speech the Premier reviewed the history of Boundary negotiations and efforts; denounced the alleged antagonism of the Laurier Government to the rights and claims of Manitoba; declared that the Winnipeg *Free Press* had used all its power "to retard, obstruct, injure, and impair Manitoba's influence and development"; reviewed the financial condition of the Province in its Federal relationship since the Union in 1872; stated various facts and figures that Mr. Borden had already presented at Ottawa; declared that the total cash accruing to the Province, as at this date and under the new settlement, was $2,896,387 or $202,636 for increased Subsidy, $313,278 increase in lieu of lands, $201,723 allowance on Public buildings, and arrearages $2,178,648.

Mr. Norris, Opposition Leader, spoke at length on the 2nd reading (Mch. 29) and gave the Government credit for having secured a considerable cash bonus from the Dominion Government. Against this amount, which he estimated at $500,000 a year, there was the fact that the Province gave back to the Dominion Government its Swamp lands and failed to obtain the control of its natural resources in either the old or the new territory. He pointed out, on the alleged showing of the Winnipeg *Telegram,* that Manitoba's Swamp lands were worth $32,000,000 or, at 5 per cent., equal to $1,600,000 per annum. Mr. Norris declared that the offer of Sir Wilfrid Laurier under which Manitoba would have retained her Swamp lands and received $200,000 per annum for the added territory, was a better offer than the one accepted by Mr. Roblin. There was, however, no division taken on the measure and the criticism was not kept up. On Apl. 1st a final reading was given and the Bill passed. On the 6th

the Lieut.-Governor, in proroguing the House, gave his Assent and congratulated the Province upon its new status in Confederation. On May 15 the Dominion Boundaries Act was proclaimed and the changes became law; Manitoba had 177,000 square miles added to its territory, 500 miles of shore line given it on Hudson's Bay and 5,770 persons added to its population of whom 4,822 were Indians. On May 20 a cheque for $2,178,648 was forwarded by the Ottawa Government. Arrangements were also made for a continuance of Mounted Police duty in Keewatin with the Province paying a share of the expense.

Education in General; the University of Manitoba

A subject of deep interest and of reiterated public discussion during the year was that of Education in Winnipeg and in the rural parts of Manitoba. There was no compulsory attendance law and the situation was everywhere complicated by the Roman Catholic objection to that system and its desire to maintain Separate Schools of its own faith and instruction. To the Toronto *Globe* of Sept. 30, Oct. 5, 10, 12, 19, 26 and Nov. 2, Prof. C. B. Sissons of Toronto contributed a sort of serial study of the situation from a rather pessimistic standpoint and with clearly-expressed sympathy for the Compulsory Education system. "Whole sections of the country, homesteaded by foreigners years ago, are still without schools while, in the City of Winnipeg, thousands of children of school age are running in the streets, helping in the homes, or contributing to make Winnipeg the fourth largest manufacturing centre in the Dominion."

To partly meet the natural difficulties of this mixed population the Education Department under Hon. G. R. Coldwell had been pressing the organization of Consolidated Schools and the 1911 Report stated that 20 were then in existence. The small School, it was pointed out, had been the great weakness of the rural educational system. Based on the cost of education per child it was highly expensive and was characterized by a low average attendance, poor classification of work, and a lack of inspiration and incentive. It was also very difficult for such schools to secure good, experienced teachers. Consolidated Schools were found to be very effective in meeting the situation and, where the average rural attendance ran from 35 to 50 per cent. of the enrollment, that of the Consolidated Schools ran from 57 to 90 per cent. The system was explained as follows:

> By consolidation is meant the merging into one large district of two or more smaller districts, thus forming a new district large enough in numbers to admit of satisfactory classification and to produce in the school a healthy spirit and energy sufficient to bring forth the best efforts of teachers and pupils and large enough in territory to enable Trustees to build, equip and operate a school of modern style—furnishing an education for the farmers' children equal to that of the children of the cities, towns and villages, without their being compelled to leave home to secure it. On account of the enlarged size of these districts, it is necessary to provide conveyance to and from school, at the public expense, for all children living over one mile from the School-house.

During 1912 ten new consolidations were arranged and the system was kept before the people by lectures, meetings and leaflets. To the

Manitoba Educational Association, on Apl. 10, Hon. Mr. Coldwell stated that the new Manitoba school-readers and the recently-issued Programme of studies had been favourably commented on by teachers and inspectors; that good progress had been made in extending the plan of school-gardening and it had been found, without exception, that every school in the Province which had seriously attempted this work was a good school doing good work along other lines; that general interest was being shown in the improvement of school buildings and school grounds and that the false economical idea of cheap schools was fast becoming a thing of the past; that in order to save teachers seeking positions from the extortions of private agencies, the Government had opened a Teachers' Employment Bureau of which any teacher or School Board could secure the benefit on payment of $2.00. This meeting was attended at Winnipeg by between 300 and 400 teachers and E. A. Garratt, Winnipeg, was elected President for the next year.

At the meeting of the Western Manitoba Teacher's Association (Brandon, Oct. 17) the President, D. J. Wright, deprecated the excessive immaturity of the teachers in rural schools and the Minister of Education urged teachers to strike out on new and original lines; deplored the uniformity of educational methods which had hitherto characterized the profession; expressed the view that the time had arrived when every child should be treated as an individual unit. In the discussion as to the number of children, not attending schools, the figures varied greatly. The Rev. J. S. Woodsworth of Winnipeg stated the number at 30,000; the Winnipeg *Free Press* put the Winnipeg figures at 11,000; D. A. Ross, M.L.A. (Lib.) stated the Provincial figures at 30,000; a statement to the Home Economic Society put the total at 11,000. To remedy this and other difficulties the Liberal proposal, in and out of the Legislature, was Compulsory Education. Dr. B. J. McConnell urged this policy on Mch. 14 and Mr. Coldwell in his reply stated that the system had been ineffective in Ontario. There was no Act in Manitoba because it had been repealed by the late Mr. Greenway's Government. The present Government were following out the system inaugurated by the Hon. C. H. Campbell, when Minister of Education, in providing Consolidated Schools with means of carrying the children to school. This would accomplish what was desired. The general Statistics of Education for the year 1911 were as follows:

Legislative Grants to Schools	$527,686
Number of School Districts	1,598
Number of Schools in Operation	2,341
Number of School-houses	1,449
Number of pupils registered	80,848
Number of Teachers Employed (Male, 651; Female, 2,217)	2,868
Grade of Teachers: 1st class, 305; 2nd class, 1,293; 3rd class, 938.	
Average Teacher's Salary:	
In Cities and Towns	$775
In Rural Districts	$586
Average for the whole Province	$668
Number of High Schools and Collegiate Institutes	23
Total Educational Receipts from all sources	$5,241,808
Total Expenditures	$5,023,890

The University of Manitoba was the subject of important legislation, discussions, and changes in 1912. Its total of students in attendance for the 1911-12 Session was 789 of whom 412 were in Arts, 142 in Medicine, 51 in Engineering, 47 in Law, 48 in Agriculture, 86 in Extension Courses and 3 under Special instruction. The graduates in 1911-12 were 131 and the institutions affiliated with the University were St. Boniface College, Catholic, and St. John's, Church of England; Manitoba College, Presbyterian, and Wesley College, Methodist; the Manitoba Medical College and the Manitoba College of Pharmacy. The total Assets of the University on June 30, 1912, were $908,105 of which $676,997 were specified as current, $105,326 as dormant and $125,781 in trust. The land sales to date had been $770,408 and there were still 64,550 acres unsold and not included in the Assets. During the year (May 28) the College of Agriculture ceased its affiliation with the University and thus took from the Council a number of representative men. The resignation of Stephen Benson as Member of the University Council was also accepted. The Hon. degree of LL.D. was conferred (May 10) on Rev. R. C. Johnstone and Daniel McIntyre, B.A., of Winnipeg.

Meantime, the inability of the University and the Roblin Government to agree upon various matters of importance was much in evidence. As the *Free Press* put it on Feb. 16: "Premier Roblin takes the ground that the University Council must first agree upon a policy, and that then he and his colleagues will adopt the policy thus agreed on. But the Members of the University Council have for three years been demonstrating the fact that no policy can be agreed upon by them." The Liberal organ went on to claim that back of this was a more important issue: "Is Manitoba to have a fully-equipped Provincial University free from denominational control or a nondescript, incomplete, institution under the name of a University, which shall be the creature of the denominational colleges?" The discussions at the University Council meeting on Feb. 15th seemed to indicate that no plan of re-organization could be agreed upon and that matters would, for the present, go on as they were. A Committee was appointed to nominate some one for the position of President of the University—which had never been filled—at a maximum salary of $8,000.

In the Legislature an Act presented by the Minister of Education (Mch. 6) gave the Manitoba Agricultural College full degree-conferring powers and a clause was added providing that the affiliation of that institution with the University should cease on the passage of the Act. The University had not been consulted and Mr. Coldwell said that he did not see why it should, as a private institution, be considered in that way. The Liberal Members protested and accused the Government of being hostile to the whole idea of a State University. As to this Mr. Coldwell had always taken the ground that primary education should come before large expenditures for higher education. On Mch. 19th a Delegation from the University, headed

by Archbishop Machray, Chancellor, waited upon the Legislative Committee and opposed the change of affiliation on the ground of the great importance of preserving a one-degree confirming power in the Province while Principal W. J. Black presented the arguments for an independent College of Agriculture—his chief point being the danger of association which might tend to make boys go on with a University training and not return to the farm.

At the Council meeting on Apl. 4th the much-discussed Site question came up and it appeared that the Government's offer of two years before was not the expropriation of land adjacent to the present Site but, according to Archbishop Matheson, a promise to present selected lands worth $1,200,000 to the University. His Grace believed that the time had come to settle the relation between the Government and the University, and also to ascertain the wishes of the Government with regard to the University. "We have been at sixes and sevens," said His Grace, "for six or seven years." A carefully selected Delegation should have a heart-to-heart talk with the Government. E. L. Taylor, K.C., stated that the Government was prepared to provide an adequate site for the University and for the Colleges as well, but wanted to have something to say in the government of the institution. A Delegation was appointed and was received on Apl. 11th, when the Premier explained the obstacles in the way of renewing his former offer and declared that, while it was the desire of the Government to support financially the development of the University on its present site as money became available, this could only be done on condition that a re-organization of the University was very shortly effected in such a way as to make it more business-like in its administration. The Premier also undertook to acquire some land in the vicinity upon which a Church was about to be built. The only point in re-organization upon which an opinion was expressed was that the Colleges should be represented on the governing body of the University. On the other hand, it was pointed out, to remain on the present site would involve the abandonment of the projected Tuxedo site worth, perhaps, $800,000.

On June 19th the Council decided to appropriate a sum of not less than $150,000 or more than $250,000 to commence building on the Tuxedo site while the Premier on July 4 wrote the Chancellor as follows: "I beg to say that the Government believes that it is in the best interests, not only of the students who may attend from time to time, but the University itself, that the present site, enlarged from time to time, as its growth may demand, is the proper location for a permanent University. I repeat the offer to buy the All Saint's property at once and to erect at the expense of the Government, for the University, a modern well-equipped building for Engineering. The Government also, as promised at the interview referred to, at which you were present, will add to the present site just as quickly as the space is required for new or additional buildings right through to Colony Street to the west. It, also, will provide additional ground south of Broadway and east of Colony Street to the River when the necessity

for such an enlarged site exists." It was decided to leave the whole matter over until the new President was appointed and, on Dec. 4th, it was announced that James A. MacLean, B.A., Ph.D., a graduate of Toronto University in 1892, and President of the University of Idaho since 1900, had accepted the position.

Of other Educational institutions in Manitoba, it may be said that the Agricultural College had a most prosperous year. In association with the C.P.R. a nine-car train carrying a Staff of Agricultural instructors from the College, and every facility for practical demonstration, went through much of the Province with special lectures by Principal Black, J. J. Golden, Dr. G. W. Morden, S. A. Bedford and many others. Meanwhile, the handsome new College Buildings at St. Vital were nearing completion. The completed work was to cost over $5,000,000 while that actually in hand had cost about $2,500,000 and included administrative offices, horticulture and biology building, chemistry and physics building, a central powerhouse and a dormitory building 550 feet long with accommodation for 500 students. The area of the site contained 1,100 acres and as the main group of buildings was situated in the midst of a wide sweep of the River it had water on three sides of it. On the 23rd the following Members of the Board of Directors were gazetted: Alexander Morrison, Homewood; Jacques Parent, Letellier; J. A. M. Aikins, K.C., Winnipeg; C. K. Newcombe, Jr., Winnipeg. L. A. Moorhouse, B.S.A., was appointed Professor of Field Husbandry in July.

Brandon College (Baptist) held, on May 13th, its first Convocation as a degree-conferring institution and, on June 1st, Dr. H. P. Whidden of Dayton, Ohio, accepted the post of Principal. An important incident of the year was the Report of the Royal Commission on Technical Education—Hon. G. R. Coldwell, Chairman, and R. Fletcher, Secretary, with 21 other Members selected from various lines of individual life and work. It was presented to the Legislature on Feb. 27th by Hon. Mr. Coldwell. The first sitting had been on Nov. 29, 1910, and a large number of witnesses of most varied occupation and attainments had been examined—manufacturers, workmen, skilled mechanics, educationalists and social workers, experienced citizens and contractors. The result was an elaborate study of local conditions and the following important general conclusion :

1. That it is desirable that such measure of vocational training as is found possible should be provided for the people of our Province.
2. That the foundation for such training should be laid in the elementary school in suitable courses of hand and eye training, leading up to regularly organized industrial work in the higher grades of the elementary and through the secondary school.
3. That at the present stage of our development this can be done more economically and effectively by the modification of existing agencies and the enlargement of their scope than by the establishment of special institutions.
4. That School Boards be encouraged to help locally and that some members of the Advisory Board (Education Department) should be men engaged in the industries.

Evening classes, a special Departmental Officer to supervise organization of work, Government grants for equipment and maintenance, physical training for students, and a Technical College for training teachers, were suggested. Meantime, in Winnipeg on Jan. 3rd, a Luncheon given by the Lieut.-Governor (D. C. Cameron) was addressed by W. J. Bulman, W. H. Carter, T. R. Deacon, Knox Magee, and others interested in the problem of educating boys industrially who had reached the 6th or 7th grades of the Public Schools. Other incidents of the year included the fact that Wesley College, Winnipeg, had in 1912, 400 students in attendance and that Alfred Ewert of this College was selected as the Rhodes Scholar from Manitoba University; that D. M. Duncan, M.A., was appointed Assistant Superintendent of Winnipeg Public Schools and E. A. Garratt, B.A., Principal of Kelvin Technical High School; that Manitoba College conferred the Hon. degree of D.D. upon Rev. Peter Strang, Superintendent of Missions in Southern Saskatchewan.

Separate Schools and Bi-lingual Problems in Manitoba

The Separate School problem had two heads to it in Manitoba during 1912—the one involving issues similar to the discussions of 1905 over Alberta and Saskatchewan and the other turning upon the existing grievances of local Catholics who had to support their own Separate Schools and share in the cost of Public Schools which they did not use. The first was settled by the Dominion Government refusing to take any special action in connection with the territory being added to Manitoba and its natural passage under the laws of that Province; the second was in some respects touched, and the situation improved, by legislation of the Provincial Parliament. Whether there was any connection or not between the two matters is hard to say; a relationship was certainly alleged during the Quebec Elections and on other occasions.

At a French-Catholic Convention held at Duck Lake, Sask., on Feb. 28, Mgr. Charlebois, Bishop of Keewatin, stated that a year before the Catholics of Le Pas had applied to the Laurier Government for the right to establish a Separate School and were told that it could not be done legally. They had asked to be placed on the same footing as the Public Schools but had met with such delays that it amounted to a refusal. Three Catholics had then petitioned to have a Council appointed by the Commissioner of the Territories so that he might pass an Ordinance. That was at the beginning of December, 1911, and all they knew was that the matter had been referred to Commissioner White. "Then," continued Mgr. Charlebois, "the question of annexation to Manitoba arose. Keewatin was entitled to Separate Schools. It had not yet belonged to any Province and the Dominion Government should put a clause in the Bill guaranteeing those rights." Following the announcement that no Educational or guarantee clause had been inserted in the Borden measure the *North West Review,* Manitoba's Catholic organ, expressed sore disappointment and declared that the Catholic Ministers in the Cabinet had "played the part of traitors to the Catholic people of Canada, of

traitors to their constituents, traitors to their Catholic principles, and traitors to their God."

Meantime, on Feb. 19th, Mgr. Charlebois had written the Federal Premier as to a guarantee of Separate School rights and stating that "this claim is a condition *sine qua non* of our consent to our annexation to the Province of Manitoba. You will perhaps object that it will be impossible to obtain the full right from Parliament under the present circumstances. I admit you will meet some difficulties but I do not believe it is impossible." At Winnipeg early in March petitions were circulated asking Parliament to grant Separate and Confessional Schools to Keewatin as part of its terms of union with Manitoba and Joseph Troy, Secretary of a local Committee, issued a letter urging that all Catholics in Canada combine to meet and pass Resolutions looking to a perpetuation of these (assumed) School rights in Keewatin. On Mch. 13, a Winnipeg mass-meeting of 1,200 Catholics was held and two long Resolutions adopted—the one claiming historical rights and privileges which were said to have been guaranteed to Catholics in the West since early days and the other a strong protest against the existent school system in Manitoba. The treatment of Catholics was, in the words of one of the speakers, "nothing short of robbery." The first Resolution was a demand for Separate Schools in the new Manitoba, and the second a demand for Separate Schools throughout the Province. J. E. O'Connor presided, Dr. J. E. McKenty, J. A. Beaupré, M. G. McNeill and others spoke and much enthusiasm was shown.

Meantime the condition of local Catholic Schools had come prominently before the Government and the public. In the Legislature on Mch. 15 Joseph E. Bernier (Cons.), who had been much criticized by Liberal opponents of the local Administration for not taking a stand in this matter, made a clear and strong speech. Blame for the failure of the Catholic minority of Manitoba to obtain justice and fair treatment Mr. Bernier placed largely upon those French-Canadian Catholics who had supported and voted in 1896 for the Liberal party in Provincial and Dominion elections. "I do not believe Separate School legislation possible at present," he declared, "on account of the state of the public mind." In another passage he said: "The Conservative Party, both English Protestant and French Catholic, has always upheld the constitution, has always defended us, and to-day I want to be frank and honest. Is there one man in this country who will stand up and prove that either Mr. Borden or Mr. Roblin could pass a law restoring Separate Schools in the Province of Manitoba?" The local re-establishment of Separate Schools was, no doubt, impossible but there was at this time in Winnipeg, in Quebec, and at Ottawa, much talk of a re-adjustment which might make conditions easier for Catholic rate-payers without infringing the principle of national schools. Keen antagonists of Roman Catholicism took alarm and, on Mch. 31, the Rev. Dr. Duval came out with one of his militant speeches declaring that a limit must be kept to priestly power and that poli-

ticians were again quiescent while the chains of slavery were being forged for their children!

In the Legislature, on Apl. 1, Mr. Coldwell, Minister of Education, introduced a measure amending the Public School Act in certain Educational details which included the following Clauses: "Section 2 of The Public Schools Act, being Chapter 143 of the Revised Statutes of Manitoba, 1902, is hereby amended by adding thereto the following sub-sections: the word 'School' wherever it occurs in this Act shall mean and include any and every school building, school room or department in a school building owned by a public school district, presided over by a teacher or teachers; it shall be the duty of every Public School Board in this Province to provide school accommodation according to the requirements of The Public Schools Act when so requested by the parents or guardians of children of school age under The Public Schools Act; Section 218, Chapter 143, Revised Statutes of Manitoba, 1902, was intended to mean and does mean a teacher for the children of the petitioners and of the same religious denomination as the petitioners." The ensuing discussion turned largely upon the alleged creation of state-aided denominational schools through the words "school room or department" and the ensuing interpretation of Section 218.

On Apl. 3rd the Minister received a Deputation of vigorous protest from Orange members of the House and local leaders. The matter was discussed in the Legislature on Apl. 4th when the Minister of Education declared that the Government did not intend to make any change in this direction in the Act. The Roman Catholics, he said, were not endeavouring to get Separate Schools and did not expect to get them. The real object of the thought and consideration of lawmakers in the case should be, not partisan advantage, but the children who were in the schools. In the City of Winnipeg a very serious situation existed. There were eight schools in the City, with about 2,000 children and these were being supported wholly by Catholic people. Citizens were denying themselves to support these schools and were, at the same time, paying taxes to support the Public Schools. It was exceedingly desirable that some arrangement should be made so that these schools might be taken over by the School Board. It was desirable that children, Catholic and Protestant, should grow up side by side. This could only be brought about by persuasion and the law ought to be administered in a spirit of conciliation, and he would beg the Opposition to say nothing to add to the difficulties of the situation. There was nothing to be alarmed about in the proposed amendments to the law, and there was absolutely no intention to introduce any material change in the existing arrangements. The explanation was accepted without much further debate except that T. C. Norris, Opposition Leader, moved an Amendment "to provide an adequate and equitable measure of compulsory attendance at some efficient school" which was rejected without division.

There was a good deal of public discussion as to what these amendments really meant. *L'Evenement* (Cons.) of Quebec had an Ottawa

despatch on Apl. 4 stating that " the first of these amendments defines a school in such manner as to recognize the rights of the Catholics in public schools; the second amendment provides that School Commissioners shall engage and pay Catholic teachers; a third amendment provides that Catholics shall no longer be obliged to construct and maintain at their own cost school-houses for the accommodation of Catholic children." *Le Manitoba* of St. Boniface (Cons.) said on Mch. 15: " It is a step and a great step in the path of restitution, in the direction of a good understanding, in the direction of harmony such as should exist between all races and all religions. We accept this law as an appreciable payment on account." *L'Action Sociale* of Quebec, the ecclesiastical organ, *Le Devoir* of Montreal, the Nationalist organ, and *Le Soleil* of Quebec, the Liberal organ, all minimized and doubted the value of the concessions.

Archbishop Langevin's paper *Les Cloches de St. Boniface* (Apl. 22) said: " We must state that the new amendments are more or less of an anodyne and that they in no way settle the question. Our School law has not been changed substantially in a single point. The meaning of the word ' school ' has been enlarged by giving it the signification of ' class " and the meaning of Article 218, authorizing 25 Catholic children in the country schools and 40 Catholic children in the City Schools, to have a Catholic teacher, has been stated precisely, or better said, has been confirmed. That is all." Following this legislation and strong speeches by Rev. Father Portelance (Aug. 25) and Rev. Father A. A. Cherrier (Sept. 3rd) which denounced the hardships of the existing double-tax situation, the Catholics of Winnipeg asked the Public School Board to take over their parochial schools on the understanding that the School Board would control these Schools, appoint the teachers, enforce its own regulations and subject them to its own inspection. They would be ordinary Public Schools in every sense, excepting, of course, that they would contain only Roman Catholic pupils.

On Sept. 24th the Winnipeg Presbytery promptly passed a Resolution against what it considered " special privileges " in these proposed arrangements. The Ministerial Association of the City on Nov. 4th was more explicit and described the proposals as " tantamount to the establishment of Separate Schools " and a violation of the law. It was understood and frequently stated that Mr. Coldwell, Minister of Education, had meanwhile been in conference with the School Board and had tried to effect an agreement. At the meeting of the latter body on Dec. 10 a Roman Catholic Delegation headed by Dr. J. E. McKinty formally asked that the City take over the eight Roman Catholic private schools in Winnipeg, employ duly qualified teachers under the requirements of the Public School Act, and operate the schools under the Act, subject to the control of the School Board. It was also asked that the City lease, upon fair terms of rental, the buildings of the petitioners and maintain them. The Petition had 175 signatures of prominent ratepayers representing, it was stated, 2,029 pupils and 30,000 Catholics. No action was taken at this time.

Meantime the Bi-lingual question had been forcing itself on the attention of Manitoba. Everywhere, and especially in Winnipeg, the foreign-speaking element in the school population was as much in evidence as amongst the adults. On Mch. 20th the pioneers of the non-English people of the Province held a Convention at St. Boniface and decided to send delegates to the French Language Congress at Quebec. Judge L. A. Prud'homme dealt with the French language in Manitoba and said that the law of abolition passed in 1890 was but another instance of over-riding the constitution. He declared the Act *ultra vires* and a glaring scandal. Bishop Mathieu also spoke and Resolutions were passed approving the Congress idea and urging the efficacious teaching of the French language in the Bi-lingual Schools. During the year new Bi-lingual English and German readers were under preparation by the Education Department and on Nov. 21st the German-English Bi-lingual Teachers Convention at Gretna approved the plan of the books and were addressed by Hon. Mr. Coldwell. They had one day of German and one day of English in their proceedings. To the French Bi-lingual Teachers Association on Nov. 28, J. E. Bernier, M.L.A., stated that the French-Canadian who spoke English was a better patriot than one who did not. In their own interests it was absolutely necessary for the French to know English and their teachers should teach both English and French. On Nov. 4th the Winnipeg Ministerial Association had by Resolution asked for the safeguarding of the right of every child to education under competent teachers and in the English language. The Winnipeg *Free Press* (Jan. 1, 1913) had this statement of conditions in Manitoba as a whole:

> There are in Manitoba between 300 and 350 Bi-lingual School districts, distributed among the different nationalities approximately as follows: 145 French Bi-lingual school districts, with 200 Bi-lingual teachers; 75 German (Mennonite) School districts with from 80 to 85 Bi-lingual teachers, and 107 Ruthenian, Polish or Russian German School districts, with the same number of Bi-lingual teachers. In the entire Province of Manitoba there were on Dec. 31, 1911, in existence, 1,598 School districts. Thus the Bi-lingual School districts form almost exactly one-fifth of the whole. On the same date there were employed in the Province a total of 2,868 teachers, so that the Bi-lingual teachers number about one-seventh of the entire teaching staff of the Province. The difference between the proportion of districts and the proportion of teachers, as above, is explained by the greater frequency of one-teacher Schools in the Bi-lingual districts. Thus, all the Ruthenian and Polish Bi-lingual Schools, and nearly all the German Bi-lingual Schools, are one-teacher schools. The Bi-lingual Schools are scattered practically over the whole Province.

The Grain Growers Association of Manitoba

This organization had much to say during 1912 in connection with public topics and no hesitation in saying it. The Association, or its friends, had failed in their Reciprocity advocacy and in the Macdonald bye-election; they had miscalculated conditions in respect to the Government control of Elevators but had eventually taken control themselves; the Grain Growers Grain Co. Ltd. had proved quite a success with assets on June 30, 1912, of $1,255,344 and Profits for the year of $121,614 on a paid-up Capital of $586,472; they had a

journal in the *Grain Growers Guide* which was very ably conducted whatever might be the popularity or wisdom of its vigorous opinions; they fought strongly for certain matters in connection with the Federal Grain Act. To this organization, and its organ, and its leaders, the "sinister influence" of capital, the predatory power of established privilege, the menacing influence of manufacturing monopolies, the danger of the people from moneyed classes, seemed to be ever present as something real and very serious in the body politic.

The 9th annual meeting was held at Brandon on Jan. 24th with about 400 Delegates present and addresses by F. J. Dixon, T. A. Crerar, J. W. Scallion, D. W. McCuaig, Rev. Dr. S. G. Bland, R. McKenzie, S. Benson and many others. The Secretary, R. McKenzie, reported 228 branches with 20 new ones in the past year and claimed that no Association or Union in Canada had done so much work in securing legislation with so little money. The effort which had been made to enlarge the sphere of co-operation in selling the products of the farm, and the need of careful study of economic questions such as municipal ownership and the taxation of land values, were emphasized. President R. C. Henders, in his annual address, dwelt upon the necessity for "self-government in industrial affairs" and the advantages of co-operative business. He hoped for discussion and settlement of certain alleged problems: "(1) The rapid growth of our Cities and the monopoly of their advantages by a few political and industrial schemers; (2) Shall the rule of the people be given over to the syndicates and corporations?; (3) Shall our Legislatures have power to legislate in spite of the people's protest and to refuse legislation in spite of the people's demands?; (4) Shall rings and bosses, machines and lobbyists, corporations and monopolists, continue to dominate our Government and if not, then by what means are they to be prevented?"

Resolutions were passed declaring (1) that "the only way to make the Elevators a further success is for the Government to place the present Commission in an independent position entirely free from all political influences"; (2) that the Association and the Grain Growers Co. Ltd. should unite in further extending the principles of co-operation; (3) that "the Executive shall form a Committee to inquire into the prices of agricultural implements made in Canada and other countries and compare the prices paid there, with those we pay here, and take the necessary steps to place the same before the Tariff Commission appointed by the Dominion Government and to secure that the farmers of the Dominion shall be represented on that Commission in proportion to their numbers and their financial interests"; (4) that a Demurrage charge of one dollar a day should be made chargeable against any Railway Company which failed to supply cars within six days of application and also to any Railway that failed to move cars at least fifty miles a day after—the Demurrage to be deducted from the freight charges; (5) that the acceptance by any officer of the Association of any post "from the Provincial or Dominion Government, or any corporation other than an organization of

farmers, shall constitute the resignation of such officer." Resolutions in favour of Reciprocity with the United States, the Enfranchisement of Women, and the abolition of the Bar were carried with practical unanimity. Another motion in favour of purchasing implements from American manufacturers, only, "until such time as the Canadian tariff is removed" was discussed and laid over until next year.

R. C. Henders of Culross was re-elected President and J. S. Woods of Oakville, Vice-President, with a Board of Directors chosen as follows: Peter Wright, Myrtle; R. M. Hayden, Killarney; D. D. McArthur, Lauder; Frank Simpson, Shoal Lake; W. H. Bewell, Rosser; and R. J. Anison, Gilbert Plains. When the new Grain Act was under consideration at Ottawa a large number of local branches of the Association passed Resolutions of protest against the clause placing control of car distribution in the hands of the Grain Commission. The Grain Growers Grain Co. Ltd. held its annual meeting at Winnipeg on July 16 and President T. A. Crerar's Report showed a profit for the year ending June 30th of $121,614, as against a profit of $69,000 in the previous 12 months. The Report also showed that 28,000,000 bushels of grain had been handled during the year as compared with 18,000,000 for the previous 12 months.

The leasing of the Government Elevators was referred to (and approved by the Shareholders) and the acquisition of timber limits in British Columbia containing about 300,000,000 feet of lumber mentioned. The new Directors chosen were T. A. Crerar, John Kennedy, R. McKenzie, George Langley, E. J. Fream, J. Morrison, J. A. Maharg, F. W. Green and William Moffat. Mr. Crerar was re-elected President, E. J. Fream of Calgary 1st Vice-President, John Kennedy 2nd Vice-President, with Wm. Moffat as Secretary. It may be added that the profits of the Company had been $790 in 1907, $30,190 in 1908, $53,000 in 1909, $59,663 in 1910 and $69,575 in 1911. W. J. Lindsay was appointed Manager of the newly-acquired Elevator system early in August. The Directors of the Grain Growers Association met at Winnipeg on Dec. 12 and passed Resolutions approving the policy of W. F. Maclean, M.P., in connection with Railway and freight matters and denouncing the C.P.R. increase of stock.

Resources and Development of Manitoba in 1912

Events moved rapidly in Manitoba, during the year, in production as in everything else. The Federal estimate of values in the grain product for the year was $66,274,700 of which $39,462,000 stood for wheat, $15,066,000 for oats, $5,537,000 for barley, $1,221,000 for flax, $2,018,000 for potatoes and $2,265,000 for hay and clover. The average yield, according to Provincial figures, showed general increases over 1911. The Federal figures of Live-stock on the farms in the latter year included 251,800 horses, 161,200 milch cows, 293,300 other cattle, 29,600 sheep and 135,800 swine—a total of 871,700 as compared with 984,214 in 1908.* The situation as to the Cattle industry was, indeed, very much the same all over the West and

* NOTE.—The Provincial figures were smaller in number.

Winnipeg, as the chief sorting and distributing point, reflected the general condition in its shipments.

Yet the Province had an abundance of cheap land, wild hay to be had for the cutting, and every facility for the raising of all sorts of fodder and roots for cattle, sheep and hogs. There was obviously much money to be made by engaging in this line of enterprise in 1912. In spite of the fact that automobiles and farm tractors of all sorts were freely used the call for good horses kept ahead of the supply, and many horses were brought in from Eastern Canada and the United States that might have been raised in the Western Provinces. Cows and cattle were even more in demand than horses. There was a known shortage in beef stock all over the Continent of North America and an insatiable demand from Overseas. The shortage in dairy products was, if anything, more pronounced than the meat deficit; and the combined condition constituted a strong argument for cattle raising. The following table (Provincial Statistics) gives the yield of grain in Manitoba in 1908 and in 1912:

Year.	Acreage.	Yield.	Yield.
	Wheat.	Average	Total
1908	2,850,640	17·23	49,252,539
1912	2,823,362	20·07	58,433,579
	Oats.		
1908	1,216,632	36·08	44,686,043
1912	1.939,982	46·00	87,190,677
	Barley.		
1908	658,441	27·54	18,136,757
1912	962,928	35·01	33,795,191
	Flax.		
1908	50,187	11·18	502,206
1912	196,315	13·06	2,671,729

The total grain crop of the Province in 1912 was, therefore, 182,357,494 bushels as compared with 160,232,487 in 1911. The dairy product was $1,834,876 worth of butter and $69,760 worth of cheese while Winnipeg's estimated consumption of milk and cream was $750,000. In wheat the average yield per acre of the Province had varied greatly. It was 12·4 in 1889 and 19·65 in 1890; 17·13 in 1899 and 17·13 in 1900; 17·33 in 1909 and 18·29 in 1910. The wheat inspected at Winnipeg had, meanwhile, made that City the greatest wheat centre in the world:* The statistics were 8,691,800 bushels in 1891, 45,651,800 in 1901 and 145,937,700 in 1911. In other connections development was equally conspicuous. The Winnipeg Bank Clearings in 1912 were $1,537,817,524 or an advance of 365 millions in the year; those of Brandon were $32,297,075 or an increase of nearly three millions. The Fisheries produced $1,113,486 in 1910-11.

As to Industrial production the Census of 1910 showed in Winnipeg a 602 per cent. increase over 1890 or an output in those years, respectively, of $5,611,240 and $39,400,608. Brandon had a product in 1890 of $733,800 and in 1910 of $2,330,430 or an increase of 215 per cent. In the same period the establishments in the Province increased from 324 to 439; the capital invested from $7,539,691 to

* NOTE.—Elaborate statistics and data regarding Winnipeg and Manitoba are given in a special Article in the Supplement to this Volume.

$47,941,540; the number of employees from 5,219 to 17,325; the wages paid from $2,419,549 to $10,912,866; the Provincial output from $12,927,439 to $53,673,609. On June 1st it was announced that Winnipeg would, through its Industrial Bureau and with the co-operation of the City Council, offer ready-made factories, fully equipped with trackage, electric power, water, etc., at low rentals to manufacturers wishing to establish themselves in Winnipeg. The City would furnish the site in a triangular area about 3½ acres in extent, lying beyond the tracks of the C.P.R. and here the Industrial Bureau proposed to erect a number of factory buildings on the unit system; making them available to large or small industries according to the factory space each might require.

As to population the Census showed an increase from 255,211 in 1900 to 455,614 in 1910. The Federal Immigration statement for the year ending Mch. 31, 1912, showed 32,663 immigrants arriving at Ocean ports, with Manitoba as their destination, and 2,672 at United States ocean ports with the same destination. On Jan. 12th of this year a meeting was held at Winnipeg with 200 Delegates present from all parts of the Province and an organization formed called "The Million for Manitoba League." Mayor R. D. Waugh was in the chair, the Lieut.-Governor, Hon. R. P. Roblin, Principal W. J. Black, Sanford Evans, Mayor J. W. Fleming of Brandon, Hon. G. Lawrence, Sir W. Whyte and others spoke. Mr. Sanford Evans claimed that "Manitoba has advantages, the wide exploitation of which will quicken immigration to this Province. It stands the nearest to markets. The difference in freight in outgoing shipments is alone sufficient to be attractive to settlers. The Province has better transportation facilities than further west. It still has an immense amount of fertile yet vacant land, open for homesteads. The 98 municipalities in the old boundaries of the Province have an area of 47,360,000 acres. Of this amount, according to official figures, 16,694,000 acres are occupied and 5,596,000 acres are under cultivation. At present we have over 20,000,000 acres of available land capable of being put under the plow in the Province. If, in every one of the 194,737 vacant quarter-sections of the Province, an average family of four persons were placed, we should have an additional rural population of 778,948."

The object of the League, as finally evolved, was the immediate increase of Manitoba's population to a million, the checking of land speculation, the establishment of municipal markets for the farmers, the inauguration of a wide plan of publicity and advertising, the encouragement of diversified farming, the improvement of roads and promotion of Banking facilities for the farmer. The Lieut.-Governor became Patron of the League and Sir Wm. Whyte Hon. President. W. Sanford Evans was elected President, C. O. Smith, Secretary and Douglas Neeve, Treasurer with C. C. Scythes, E. S. Horn, C. F. Roland, C. A. Abraham, George Saults and J. W. Ryckman as a Publicity Board and H. G. Coleman as Commissioner. Branches were formed all over Manitoba within a short period. The Province had

water-powers estimated at large figures and those of the Winnipeg River alone, under regulation, were placed at 464,000 horse-power. The Railway mileage of Manitoba, on June 30, 1912, was stated (Federal figures) as 3,520 with 470 miles under construction; the Clay products of the Province showed an increasing total and in 1911 were $834,428 in value—the total Mineral production being in that year $1,791,772 and in 1912 $2,314,922. Along the eastern shore of Lake Winnipeg, the Gabrielle Mine was in operation during 1912 with several Syndicates formed to explore and exploit the district. Financially, the Trust, Loan and Insurance Companies on Dec. 31, 1911, showed investments in Manitoba of $100,852,916 as compared with $86,220,044 a year before; the Union Bank of Canada, with total Assets of $69,000,000 and John Galt of Winnipeg as President, held its first annual meeting in Winnipeg at its new Head Office on Dec. 17; the Insurance Companies doing business in Manitoba on Dec. 31, 1911, were registered or licensed at a total of 206.

Incidents of the year included the statement of A. H. de Tremaudan of Le Pas, in the Winnipeg press (Apl. 24), that the new territory of Manitoba was a region of vast resources, timber lands, agricultural lands, minerals, quarries, furs, fisheries, which as yet were quite un-developed, but which the advent of the Hudson's Bay road would make known to the world; the statement of the Conservation Commission that in the Nelson River country alone there were water-powers of 5,906,000 horse-power; the organization of an Association (Mch. 5) at Grand Forks, N.D., called "The Red River to Hudson's Bay Association" for securing recognition of the importance of the Red River as a possible waterway out of the heart of the Northwest to the high seas by way of Hudson's Bay; the entry of the Great Northern Railway to Winnipeg over its own lines on May 1 and the addition of about 70 miles to its Canadian total; the unanimous report of the Winnipeg Grain Exchange Council as to the organization of a grain-sampling Bureau following the lines of the Bureau then existing at large markets such as Minneapolis, Duluth and Chicago.

At Chicago, on Dec. 2, J. D. McGregor of Brandon won the Cattle Championship of the International Live-stock Exposition and at a large banquet given in his honour (Brandon, Dec. 10) Mr. McGregor said: "If we are to prosper in Manitoba exclusive grain farming must be dropped and mixed farming substituted. Mixed farming will win out because it pays decidedly better than grain faming." Donald Morrison, President of the Winnipeg Grain Exchange, stated on Sept. 11 that in 1900-1901 Manitoba had an Elevator-storage capacity of only 10,300,000 bushels while in 1912 it had 22,400,000 bushels. During the year the following were elected to preside over certain organizations: The Manitoba Horticultural Association, Dr. H. M. Speechly, Pilot Mound; the Manitoba Dairy Association, Ira Stratton; the Winnipeg Grain Exchange, Andrew Kelly; the Manitoba Good Roads Association, S. R. Henderson of Kildonan.

VIII. SASKATCHEWAN PUBLIC AFFAIRS

Administration and Political Events in Saskatchewan

The Hon. Walter Scott, Premier of Saskatchewan since the creation of the Province, won an Election during 1912 but was obliged to go abroad early in the year and later on to spend further months in Europe seeking for improved health. While in Germany Mr. Scott made a special study of the German banking system in its relation to farmers and he returned—according to J. M. Young who accompanied him—convinced that a policy of loans to farmers at low rates of interest could be safely developed. During this trip the Premier also visited Copenhagen, Stockholm, St. Petersburg and Moscow as well as Berlin. The Cabinet was reconstructed on Aug. 19th with two new Ministers—George Langley, M.L.A. for Redberry since 1905, and George Alexander Bell, M.L.A. for Estevan since 1905. The former was a strong political speaker, a one-time English Radical and a prominent member of the Grain Growers Association; the latter had been a Homestead Inspector under the Laurier Government and had won in general matters a high business reputation. There was a general changing of Portfolios and Mr. Calder, who had during a great part of the year been Acting-Premier, gave up the Department of Education and Provincial Treasurership with the official statement that the Highway Commission would be shortly put under his care. The re-organized Cabinet was as follows:

President of the Council and Minister of Education	Hon. Walter Scott.
Minister of Railways and Telephones	Hon. J. A. Calder.
Attorney-General and Provincial Treasurer	Hon. W. F. A. Turgeon.
Minister of Agriculture	Hon. W. R. Motherwell.
Minister of Public Works	Hon. A. P. McNab.
Provincial Treasurer	Hon. George A. Bell.
Minister of Municipal Affairs	Hon. George Langley.

Apart from the General Elections the central event of the year was the inauguration of the splendid new Parliament Buildings at Regina on Oct. 12th by H.R.H. the Duke of Connaught. Mr. Calder was Acting-Premier and presented the Duke with an Address in the gaily-decorated rotunda which had been transformed into a bower of evergreens and roses brightened, in varied forms, by hidden electric lights. In replying His Royal Highness mentioned his visit to other parts of the Province and added: "I am happy to be able to tell you all the satisfaction I feel at having witnessed the evidences of your healthy growth; at having seen your robust young Province thrusting out its strong arms into the Northland and gathering into cultivation the broad acres of valuable soil which lie there waiting for the plough. In declaring this Legislative Building open and dedicated to the purposes of the Executive Government and the Legislature of the Province I do so with the prayer that the decisions arrived at, and the

administrative work carried out under this roof, may under the blessing of Providence, always be for the lasting benefit of the Province of Saskatchewan." Following this ceremony came the presentation of a Pipe of Peace, lately the property of a Battleford pioneer, and known to have filled a place in still earlier Indian history. The formal Reception then occurred. The building itself was a handsome and imposing structure of cut stone—coming from quarries near Winnipeg—with some granite from Stanstead, P.Q.; the style of architecture was English renaissance and the Architects were E. & W. S. Maxwell of Montreal. Up to Mch. 1, 1912, the Building had cost the Province $2,236,614 and had been in charge of the Minister of Public Works—Hon. Walter Scott. It may be noted here that the total Provincial payments for Public Buildings from 1905 to the date specified was $4,285,513 of which the largest amount, outside the Parliament Buildings, was $807,874 for the University of Saskatchewan.

At the close of 1911 Mr. Premier Scott had done what was possible to have the claims of his Province for a share in the pending Boundary adjustment at Ottawa considered and had asked for a Conference in that connection—after elaborating certain arguments for Saskatchewan's access to the sea-board *via* Hudson's Bay. Mr. Borden replied to this latter request in a letter to Mr. Calder on Jan. 9th: "I find after consultation with my colleagues that it will be quite impossible to fix any date for a Conference before the end of the present Session. Owing to the many matters which have pressed upon our attention and the necessity of holding a Session almost immediately after we assumed office, we have been obliged to defer, by reason of absolute necessity, consideration of matters which are of the highest importance." As Acting-Premier Mr. Calder responded on Jan. 23 expressing regret that the matter should be adjourned until after the Manitoba question had been disposed of—especially in view of what he termed Mr. Borden's policy of conveying to Saskatchewan the natural resources within the Province. The Memorial, which presented the claims of the Province to Mr. Borden, had originally been considered at an Ottawa Conference on Nov. 12, 1906, and had not been accepted by the Laurier Government—Sir W. Laurier writing on July 13, 1908, that "the weight of argument was certainly in favour of Manitoba and we could not grant the prayer of Saskatchewan. We therefore had to ignore it." The summary in the Memorial declared:

(1) That those portions of the old Districts of Saskatchewan and Athabaska, not included in the Province of Saskatchewan, have been for the past 20 years and should continue to be, united with the area forming that Province;

(2) That the Province of Saskatchewan and the Province of Manitoba are both entitled to have their boundaries extended to Hudson's Bay;

(3) That granting to the Province of Saskatchewan those portions of the old Districts of Saskatchewan and Athabaska, the Nelson River forms a natural boundary, and the only reasonable boundary between that Province and the Province of Manitoba;

(4) That the territory north of the Nelson River is tributary to the

Province of Saskatchewan rather than to the Province of Manitoba and the interests of the people are more closely allied with Saskatchewan;

(5) That the Province of Saskatchewan has a much greater interest in a transportation route *via* Fort Churchill and Hudson's Bay to the European markets than has either the Province of Manitoba or the Province of Ontario.

Mr. Borden pointed out, in a despatch on Mch. 7, 1912, that the Laurier Government had practically disposed of the matter and Mr. Calder responded on the 9th urging justice to Saskatchewan. "Owing to increase in our population and in our grain production our people have a direct interest in Hudson's Bay ports. Before long it is likely that several Railways will be built to the Bay—one or more of which may be state-owned." There the subject rested for the time. On Mch. 12th, after an arduous Session in which he had led the Legislature in the absence of Mr. Scott, a banquet was tendered by the Liberal members to Mr. Calder—who was described by the Regina *Leader* of the following day as "one of the biggest men in Western politics." The Address presented said: "We beg leave to congratulate you on the marked success with which you have performed the difficult duties of Leader during the present Session, and to thank you on behalf of the Party of which we are representatives, for the zeal and the energy you have displayed in the fulfillment of the important task assigned to you. We know you too well to offer any lengthy tribute of words on this occasion; let it suffice to say that we are prouder of you than ever." In his reply the Acting-Premier declared that the Government would not deviate one degree from its charted course until the people of Saskatchewan had been placed in possession of the markets, lands, ports, C.P.R. taxes and railway outlets to which they were entitled.

On Mch. 18 the Government replied, through Mr. Calder, to a Labour Delegation of Feb. 6th and its demand for legislation on 16 different subjects. The important points were (1) the request for an Act to compel employers advertising for help to state when a strike or lock-out was in progress and which was answered by a statement that the Government could not control newspapers either in or out of the Province; (2) the acceptance of a proposal that Railways receiving Provincial aid should be compelled to pay a fair wage and observe prevailing hours of labour with the additional promise of a fair wage schedule in all Government contracts; (3) the promise of legislation enabling a qualified voter to be a candidate at Municipal elections and extending the hours of polling from 5 to 8 o'clock in the evening; acceptance of a series of requests for legislation as to bringing Chinese laundries under the Factories Act, further protection of children in factories, prohibition of female labour in Oriental restaurants and laundries, use of Union label on Government printing.

An elaborate Telephone construction programme was announced on Mch. 22nd by the Department in charge promising 1,200 to 1,500 miles of new lines covering all sections of the Province. From Feb. 28, 1909, up to Nov. 30, 1912, the rural Telephone construction record of the Province had included 337 Companies with a Capital

of $931,060, 8,024 subscribers and 7,554 miles of line. In 1909 under the Bell system there had been 500 miles of Long Distance line and no rural systems; in September, 1912, there were 2,000 miles in the first instance and the above figures in the second. On Mch. 28th A. F. Mantle, Deputy Minister of Agriculture, accompanied by T. A. Crerar, President of the Manitoba Grain Growers Co., and C. A. Dunning of the Saskatchewan Co-operative Elevator Co. left for Chicago to try and find additional outlets for upward of 5,000,000 bushels of damp and wet wheat still remaining in Saskatchewan and requiring immediate shipment.

To the press Mr. Mantle explained that they were not so much concerned about the 20,000,000 bushels of grain that were still unthreshed in Saskatchewan or the 30,000,000 bushels of sound wheat which were threshed and still awaiting shipment as they were regarding this injured product. From Chicago the party passed on to Minneapolis, St. Paul and Milwaukee, saw representatives of all sections of the grain trade in those cities, and also discussed the situation at Duluth with leading traffic and operating officials. These officials all stated that the car situation east and west, south of the boundary, as well as north of it, was very tight at the time, and had greatly retarded all rail shipments east of Duluth. Arrangements were made, finally, for consignment to Minneapolis subject to a supply of cars and Federal inspection at North Portal. The latter point was afterwards settled by Dominion Government intervention. The condition itself was frequently used during the year to prove that Reciprocity and a free market in the States were all-essential to Saskatchewan progress in general and the farmers in particular.

The Saskatchewan Government initiated several plans of importance during the year. In May the question of a Commission for the purpose of arranging and supervising the piping of water from the South Saskatchewan River to Moose Jaw, Regina and a number of other places in the Province—as well as the development of power—was under consideration. The project involved an expenditure of $10,000,000 or $15,000,000. The water of the South Saskatchewan came from the mountains and was said to be perfect for domestic purposes, clear and soft, and the quantity inexhaustible. It was estimated that 300,000,000 gallons of water a day and 30,000 horse-power would be available. Dr. M. M. Seymour, Commissioner of Public Health and A. J. McPherson and T. Aird Murray were in Winnipeg on May 10, representing the Saskatchewan Government, in conference with representatives of the three great Railways. Nothing definite was settled, however, during the year except a policy of investigation and inquiry.

On May 15th the appointment was announced of a Commission to investigate and report upon the question of Agricultural education in Public and High Schools; Technical education; Consolidation of schools; the training and supply of teachers. The *personnel* of the Commission was as follows: D. P. McColl, B.A., Superintendent of Education for Saskatchewan (Chairman); W. J. Rutherford, B.S.A.,

Dean of the College of Agriculture; T. E. Perrett, B.A., Principal of the Normal School, Regina; W. A. McIntyre, B.A., LL.D., Principal of the Normal School, Winnipeg; Daniel McIntyre, M.A., Superintendent of Schools, Winnipeg. Important developments took place a little later in Railway matters. The Government had offered to aid the Grand Trunk Pacific in providing proper terminals for its Railway system in Saskatoon, Moose Jaw, Prince Albert and Swift Current as well as in completing its arrangements in Regina. On June 20th Mr. Premier Scott wrote E. J. Chamberlin, General Manager, and asked for a prompt decision in the matter. "The solution of this question is of such importance to all of these places that I feel that your Company should not hesitate to accept our offer to guarantee the bonds necessary to provide adequate terminals, within these several communities, for the proper and efficient handling of both freight and passenger traffic." To this Mr. Chamberlin replied on the 27th as follows:

I am issuing instructions to have the necessary works undertaken without delay. As you are doubtless aware our entrances into the Cities of Saskatoon and Moose Jaw are the most difficult to solve. However, the matter will be taken in hand immediately, and I have no hesitation in saying that at an early date arrangements will be completed whereby these communities will be provided with proper facilities conveniently placed to handle freight and passenger traffic. I may also add that as soon as a decision has been reached regarding terminal facilities for the other points mentioned, I shall take early action to complete our road into Prince Albert City and carry out our full programme in Regina, including the erection of the Hotel agreed upon with the Civic authorities.

The Federal measure aiding Provincial agriculture gave Saskatchewan $34,000 and on Aug. 20th Hon. W. R. Motherwell, Minister of Agriculture, announced that the money would be used in extending the work of Agricultural education through the agencies already employed by the Province for that purpose. Meantime the Board of Highway Commissioners had been busy in constructing several hundred wooden bridges, twenty-three steel and concrete bridges, varying in length of span from 40 to 250 feet, and many concrete culverts. This programme meant the expenditure of over $300,000 on permanent bridges alone and the employment of thousands of men. The largest of these bridges was that across the Battle River near Battleford of which the span of superstructure was 250 feet. On June 28th the Government appointed R. O. Wynne-Roberts, Consulting Engineer of Regina, to investigate the possibilties of the Lignite deposits of the Province. On Nov. 28th his Report was presented to the Legislature in 200 pages of a valuable study of the subject. He stated that:

The large quantities of workable Lignite deposits in the Province of Saskatchewan can be utilized at the coal centres for the production of power and its distribution in all parts of the Province. The generation of electrical power at such coal centres is both a practicable and commercial possibility and its distribution at a low rate per kilowatt is feasible if the larger municipal authorites will co-operate by taking current in

bulk. The manufacture of Lignite gas at a gas-works located on the coal fields is also a practical and commercial possibility. The quality of this gas will not be equal to coal gas, but it can be supplied at a much lower rate per 1,000 cubic feet, if the larger municipal authorities unite in taking the same in bulk. This gas will be useful for power and heating purposes and if it is required to be of a higher illuminating value it can easily be enriched by the authorities at small expense. The demand for power at the larger centres at present amounts to about 5,000 horse-power, but it is advisable to make provision for the immediate installation of at least a 100,000 horse-power plant with arrangements for extension each year. The present load factor at Regina is about 30 per cent. and at Moose Jaw about 17 per cent. inclusive of Street Railway, but having regard to the probable effect of the introduction of cheap power, it is very probable that the load factor will be greater, especially, if diversified industries are established.

He recommended further investigation, the installation of an experimental plant, a complete analysis of the Lignite, a study of the many German uses of Lignite, a continuance of testing operations at power plants, a search for some process of obtaining satisfactory briquettes from raw lignite and lignite coke, the obtaining of Railway preferential rates on local lignite. The Regina *Standard* (Dec. 18) pictured the possibilities as follows: " Down to the south of Regina, Mr. Wynne-Roberts has created in his vision, a great Power station, utilizing the Lignite coal which lies in its billions of tons just below the surface, in generating an electric current which will transform the southern part of the Province from a purely agricultural country, with a few cities which are merely distributing centres, into a great industrial as well as agricultural field, with light and heat cheaply installed in all homes, with electric railways radiating in all directions, with Cities and towns supplied with cheap gas and electric power to manufacture what they now merely distribute. Such is his vision and he is a practical man of science!"

The Regina cyclone of June 30th was not only the first important case of the kind in Canadian history but it was an event calling for prompt action by Governments and individuals alike. Of the darkness and disaster, the dust and débris, the deaths and destruction of buildings and property, which came about in a minute of time much was written; yet within a few months it was almost impossible to find visible proofs of the event. The first estimates of loss were 28 dead and hundreds injured, the destruction of 500 homes and a loss of Six millions. These figures proved to be greatly exaggerated. Some damage was done to farms outside and near the City—a loss of about $30,000 with one person killed and 10 injured. Help came quickly and in varied forms. On July 8th a letter was received by Mayor P. McAra from Hon. Walter Scott stating that the Provincial Government would place $500,000 at the disposal of the City to be loaned out for purposes of re-building. The Federal Government was asked for a loan of $1,000,000 for this purpose and a Delegation went to Ottawa in order to obtain it but were told that Parliamentary sanction must first be granted. On the above date Hon. W. T. White telegraphed that the Government would contribute $30,000 to the

Relief Fund. This totalled $214,000 by July 27th and the chief contributions were as follows:

Federal Government	$30,000	Saskatchewan Government	$25,000
Mayor McAra	1,000	City of Lethbridge	1,000
Canadian Bank of Commerce	5,000	Portage la Prairie	1,000
Bank of Montreal	5,000	Mackenzie & Mann Ltd	5,000
City of Fort William	2,000	City of Vancouver	1,000
Leader Publishing Co	2,000	National Trust Co	1,000
City of Saskatoon	1,000	City of Prince Albert	2,000
Bank of Ottawa	1,000	Regina Hotelmen	2,343
City of Weyburn	1,500	J. I. Case Co	1,000
Saskatchewan Insurance Co	1,000	City of Calgary	5,000
City of St. John	1,000	Toronto Board of Trade	1,000
City of Brandon	2,000	City of Macleod	1,000
City of Edmonton	5,000	Canadian Manufacturers Ass'n	18,000
St. John Ambulance Ass'n	2,000	City of Port Arthur	2,000
City of Montreal	3,000	City of Hamilton	1,000
City of Toronto	5,000	Canadian Pacific Ry	5,000
Calgary *Herald*	2,000	Government of British Columbia	5,000
City of St. Boniface	1,000	Saskatchewan Licensed Victuallers	1,000
International Harvester Co	1,000	Regina Board of Trade	5,000
Trust & Loan Co	1,000	Grand Trunk Pacific Ry	5,000
P. Lyall & Sons	1,000	Security National Insurance Co.	1,250
Parry & Stunock	1,000	Government of Alberta	10,000
Judge Brown	1,000		
City of Winnipeg	5,000		
Government of Manitoba	10,000		

Under the terms of a 1912 Act the Highway Commission was created to administer a Provincial Fund of $5,000,000 granted by the Legislature, with $1,500,000 to be expended in the current year. Since 1905 when the Province was organized the Department of Public Works had spent annually on the improvement and maintenance of roads from $200,000 to $700,000. A. J. McPherson (Chairman), Charles W. Dill and H. S. Carpenter, Deputy Minister of Public Works, were appointed Commissioners. On Oct. 31 a Delegation from the Union of Saskatchewan Municipalities waited on the Minister of Municipal Affairs (Mr. Langley) and asked that the Civic bonusing of industries be forbidden; that the purchaser of land at a tax sale be compelled to have his purchase confirmed or registered; that Police Constables be allowed to arrest, without a warrant, persons guilty of a breach of City by-laws.

The Conservative Opposition in Saskatchewan saw many changes in 1912. It passed through a fighting Session of the Legislature and the trials of a General Election and then faced a change of leadership. It was understood after the Elections that F. W. G. Haultain, K.C., who had led the Conservative or Provincial Rights Party since the organization of the Province in 1905, would accept the position of Chief Justice of Saskatchewan which the Hon. E. L. Wetmore was about to vacate. A Conservative Convention for the Province was therefore called to meet at Prince Albert on Oct. 23rd in order to receive his resignation and elect a successor. The Delegates numbered 300 and Dr. W. D. Cowan, President of the Provincial Conservative Association, was in the chair. H. W. Laird of Regina, the retiring Secretary and chief Party organizer in the late campaign, was given a vote of appreciation and a gold watch.

Resolutions were passed (1) approving the new Federal Homestead regulations of Hon. R. Rogers; (2) condemning the administra-

tion by the Local Government of the Election Act "whereby persons who were not entitled to vote were placed on the lists and others who were entitled to vote were omitted therefrom, and many were allowed and induced to vote who were not British subjects"; (3) denouncing the action of the Liberal Members of the Senate in blocking the Tariff Commission and Federal Good Roads policy which had been endorsed by a big majority of the electors; (4) expressing confidence in Mr. R. L. Borden "for his devotion to public duty, for the high ideals of public service which he has brought to the Premiership and for the able manner in which he has directed the affairs of the Federal Government"; (5) endorsing the work of the Federal Government in the rapid construction of the Hudson's Bay Railway, thus assuring to the Western people as rapidly as possible the shortest outlet to the markets of the world; (6) censuring the alleged efforts of the Provincial Government to bribe and corrupt the electors with open promises and pledges of the people's money for public expenditure. Finally the Convention placed on record its appreciation of "the long, faithful and efficient services rendered by Hon. F. W. G. Haultain, K.C., on behalf of the people of the Northwest Territories and this Province," and declared that this service, dating from the institution of Government in the Northwest Territories, embraced practically the entire history of the West and had won approval and commendation alike from friend and opponent. A. B. Gillis, M.L.A., James McKay, M.P., Dr. T. A. Patrick and Dr. W. Elliott spoke along similar lines and Mr. Haultain was given a farewell ovation to which he briefly responded. W. B. Willoughby, M.L.A., of Moose Jaw, a new member of the Legislature, an energetic politician and a good speaker, was elected Leader of the Opposition. The officers of the Association were chosen as follows:

Hon. President	James McKay, K.C., M.P.	Prince Albert.
Hon. Vice-President	W. B. Willoughby, M.L.A.	Moose Jaw.
President	J. K. Erratt	Moose Jaw.
1st Vice-President	James Wilson	Saskatoon.
2nd Vice-President	J. Foley	North Battleford.
Secretary	W. U. Munns	Moose Jaw.
Treasurer	Dr. Cullum	Regina.

The tributes to the new Chief Justice were many and apparently sincere—perhaps the most notable coming from the Saskatoon *Phœnix* (Oct. 26) one of the ablest Liberal papers in the Province: "He has been associated with the political life of this Western country from the earliest times that it could be said to have had any political existence and his connection has been an active and prominent one and not merely perfunctory and associative. The work which he has done is substantial and valuable and more so because it was done at a time when the foundations were being laid and the start being given to the life of these new Provinces which were evolved out of the old territories and possessions of the Hudson's Bay Company." Mr. Haultain's retirement left South Qu'Appelle vacant and on Dec. 4th, the Bye-election took place after a vigorous fight between Joseph Glenn of Indian Head (Cons.) and David Railton of Sintaluta (Lib.). The

contest was fought by the Government on its administrative record and the need of Reciprocity; as to which latter subject Mr. Glenn said in an Address to the Electors: "I do not consider Reciprocity an issue, as it is a purely Federal matter, but I may at once say, that if means could be found for a more profitable disposal of the products of this Province without injuring or impairing the commercial prospects of other Provinces, or of the Dominion as a whole, then I shall do all I can to procure those means." Mr. Haultain's majority had been 47; Mr. Glenn held his seat by 14.

Incidents of the year included the announcement on Aug. 8th that the Dominion Government would erect Armouries costing $200,000 in Regina; the vigorous personal rivalry between Dr. W. D. Cowan and H. W. Laird of Regina at the Provincial Conservative Convention which was explained, from his point of view, by Dr. Cowan in a sarcastic letter to the Regina *Standard* on Oct. 26; the retirement of S. P. Porter in January from his post of Deputy Minister of Railways and Telephones and of Dr. T. E. Perrett, Principal of the Regina Normal School in December to accept a position in the City Schools; the large banquet of 400 people tendered Hon. G. A. Bell at Estevan (Aug. 28) in honour of his entrance to the Cabinet; the statement by C. B. Keenleyside, Temperance organizer, in the *Christian Guardian* (Mch. 6) that "the Local Option law in Saskatchewan is a driveling farce and the enforcement of the liquor laws, thus far, a caricature"; the controversy between the Regina *Leader* and *Province* as to the control of their respective papers and the statement of the Conservative organ (Dec. 17) that "the names of the men who control 75 per cent. of the stock of this paper are A. L. Gordon, J. A. Westman, H. W. Laird, J. F. Anderson, J. F. L. Embury, J. F. Bryant, Dr. Cullum and J. F. Lunney" and that these men were all residents of Regina, while another 15 per cent. of the stock was owned in Saskatchewan and the remainder in other parts of Canada; the tarring and feathering of the Editor of the Kelliher *Echo* (perhaps the first case in Western Canada) in November as the result of a local feud; the banquet given by the Saskatchewan Bar Association on Nov. 22nd to the Hon. E. L. Wetmore, retiring Chief Justice of the Province. The following were the chief Provincial appointments of the year :

Live-Stock Commissioner	J. C. Smith, B.S.A.	Regina.
Inspector of Schools	W. H. Magee, B.A., Ph.D.	North Battleford.
Superintendent of Insurance	Edward J. Wright	Regina.
Principal of Normal School	R. A. Wilson, Ph.D.	Regina.
Assistant Superintendent of Insurance	Wm. M. Omand	Regina.
Superintendent of Education	Duncan P. McColl	Regina.
Deputy Minister of Education	Augustus H. Ball	Regina.

The Last Session of the 2nd Saskatchewan Legislature

The seven weeks term of the last Session of the 2nd Legislature of Saskatchewan was notable for two reasons. It was held for the first time in the splendid new Parliament Buildings and it was the scene of the stormy and energetic debates which usually precede a General Election. The opening ceremony took place on Jan. 25th with a Speech from the Throne by His Honour George W. Brown which first referred to the new Chamber in which they met and expressed the hope that this Session would be the beginning of an epoch in the history of the Province and in the moral, material and social welfare of its people. The Lieut.-Governor then referred to the formal dedication which was to come later at the hands of H.R.H. the Governor-General, mentioned the Coronation and the coming of the Duke of Connaught to Canada; dealt with the gratifying nature of the Census figures as they affected Saskatchewan and hoped in another ten years to rival the older and larger Provinces of the Dominion; regretted the abnormal climatic conditions of the past year but stated that in spite of this the aggregate grain crop of the Province had exceeded that of any previous season. "In fact, it has been so great as completely to overtax all the facilities provided for taking care of it as marketed. The conditions prevailing during the past few months so clearly indicate the inadequacy of the existing terminal, storage, and railway facilities that it is earnestly hoped that every endeavour will be made by all upon whom the responsibility rests to prevent a repetition of this season's experiences."

Reference was made to the Government's effort to obtain from the Federal authorities the control of the natural resources of the Province and to the success, during its first year, of the Saskatchewan Co-operative Elevator Co. "Five Elevators have been purchased outright and 39 others constructed in the most modern and efficient manner, by which means facilities for the handling and storage of 1,210,000 bushels of grain have been furnished; in addition to all the facilities afforded by private enterprise." Arrangements were stated to be practically complete, in conjunction with the three great Railway Companies operating in the Province, for a careful examination into the question of the feasibility and cost of diverting the water of the south branch of the Saskatchewan River and its disposition over a large area for the general benefit of the country. Information had been collected by the Government to place before the Railway Commission in connection with the problem of freight and express rates; efforts had been made and would be continued to bring experienced farm labourers and domestic servants to the Province; a Measure would be introduced providing better protection for the farmers from hailstorms, and another increasing Railway facilities, while Bills dealing with other requirements were promised.

The Hon. W. C. Sutherland was Speaker, the Hon. J. A. Calder, in the Premier's absence, acted as Leader of the House; the Address was moved by J. A. Sheppard of Moose Jaw and J. F. Bole of Regina and passed without division after a short debate. F. W. G. Haultain,

the Opposition Leader, in replying to the references to Car-shortage and grain blockade said: "Years ago high freight grievances were heard of. If farmers are not able to ship their wheat, if elevators are inadequate and rates high, what has the Government done? It is hardly right to wake up now and attempt to throw the responsibility on somebody else. The story of distress to-day is a story of neglect and mal-administration on the part of the Government." Other Provinces, he said, had obtained control of rates. As to roads the record was said to be one of decreased expenditure since 1906 except in the Election year of 1908. In the matter of natural resources the Opposition stood where it had always stood and wanted, not a portion, but all the public domain. In this connection Mr. Haultain asked the Government if it was aware that from the sale of pre-emptions and purchase of homesteads in Saskatchewan, alone, the Dominion Government had received from $15,000,000 to $18,000,000.

Mr. Calder, in reply, denied Government responsibility for the shipping conditions. There had been a tremendous crop, and on the other hand, the three Railway companies operating in Western Canada had fallen down in several particulars and particularly in respect to terminal facilities. The Scott Government was not responsible for conditions in Manitoba, at Port Arthur, or at Fort William. In so far as the whole of the West was concerned, it was facing one of the biggest of problems and it was incumbent upon all parties to do their best to solve it. As to the Railways the fault was not with cars or motive power but with the Terminal facilities. In the matter of branch Railways the Government had originally outlined a programme of 1,600 miles of railroad extensions and of these 1,600 miles, about 1,000 miles now had the rails laid, the remainder were under construction, and new arrangements were pending.

Following this discussion G. A. Bell (Lib.) presented a Resolution on Feb. 2nd asking the Government to obtain "full information as to (*a*) the feasibility and cost of developing and transmitting electrical power generated at the coal-fields in Saskatchewan and (*b*) the most economical form and manner in which lignite coal may be used as a fuel for domestic purposes." After a debate the motion passed without division. On the 6th a keen and angry debate was precipitated by a Liberal Resolution moved by J. D. Stewart and seconded by J. W. MacNeill describing the Reciprocity motion of Mch. 8, 1911, as the official pronouncement of the Assembly upon a matter of "paramount importance to the people of Saskatchewan"; and proposing to censure the Opposition members of the Assembly who voted for the Resolution and then opposed Reciprocity or its candidates in the Elections. The motion concluded as follows:

> Whereas, the conditions surrounding the marketing, warehousing and transporting of the grain crop of Saskatchewan harvested during the year 1911 have demonstrated more clearly than ever the disadvantages under which the producers of Saskatchewan are labouring and it is expedient for that reason that this Assembly re-affirm its endorsation of the policy embodied in the aforesaid Reciprocal trade arrangement; Therefore, be it resolved, that this House regrets the action taken by

the said several Members of this Assembly during the recent Dominion election campaign as above set out; And that this House re-affirm its adherence to the policy embodied in the aforesaid proposed Reciprocal trade arrangement between Canada and the United States and is of the opinion that every effort should continue to be made to secure to the people of Saskatchewan the benefits contained in the trade arrangements.

The debate which followed covered a wide field with the grain shipment troubles as the central theme, denunciation of "big interests" and eastern monopolies as the salt and savour of debate on the Government side. Home Rule for Ireland, Cobden and the Corn laws, the Cement Merger, Free Trade and Protection in many forms, were discussed. The only amendment offered was by two Liberals which proposed to delete the paragraphs of censure regarding certain Members and to leave the Resolution simply a re-affirmation of Reciprocity support. This was accepted on the 8th by 27 to 12—the Opposition voting against the amendment and, incidentally, Reciprocity. F. C. Tate and G. B. Johnston of the Opposition voted with the Government. It is not necessary to review the speeches here. Mr. Tate, H. H. Willway, J. E. Bradshaw and D. J. Wylie defended their attitude in the Elections largely upon the ground that the original Resolution had been too hastily and slightly considered.

All the speeches turned more or less upon Mr. Haultain's own change of view—the Liberals making capital out of it and the Opposition declaring the current Resolution to be simply an unwise and undignified attack on their side of the House. Mr. Haultain spoke on the 7th. What, he asked, was the present Resolution? "It contained certain recitals, namely, that a Resolution had been passed by the House; that certain Members who supported that Resolution in March voted and worked against Reciprocity in September; then it went on to deal with the housing and transporting of grain. But what had that to do with Reciprocity? Would Reciprocity have enlarged our elevator capacity? Would we have had more machinery for the drying of grain? What had Reciprocity to do with the warehousing of grain during this particular season?" The Opposition Leader did not go very largely into his own personal views but declared that he had nothing to apologize for and that he re-asserted the right to change his opinion. If the Borden Government would not grant Reciprocity it was at least willing to give almost everything else the Western farmer asked for and at this point he denied an assertion by Mr. George Langley, who had preceded him, that Mr. Borden had broken a promise as to Terminal Elevators and read the following telegram just received: "The statement you bring to my attention is utterly untrue. The Bill now before Parliament includes powers for purchase, lease or appropriation of Terminal Elevators. An appropriation will be placed in the supplementary estimates for this purpose. R. L. Borden." The Hon. W. F. A. Turgeon and Mr. Calder followed for the Government and dealt with Reciprocity as a sound principle which must eventually be approved by the country. The Acting-Premier put the situation as follows:

There are three great problems before the West. The first of them is the transportation problem which does not apply to this Province alone. Much larger terminals are required, more mileage and equipment are desired. Secondly, there is the freight rates question. All recognize that the Railways are charging much more than they are charging in other parts of Canada. The third question is one of a restricted market. The Opposition may talk as long as they like, but they can not convince the farmers that they are not suffering by being kept out of the American market. Of the three problems, the most important is that of finding another market.

A Resolution was unanimously passed on Feb. 12 describing the success of Mr. Seager Wheeler, of Rosthern, in winning the Shaughnessey Prize of $1,000 at the Land Exhibition in New York, for the best milling wheat grown on the continent, and congratulating him and the Province upon his victory; another, on the 13th, authorized a Government guarantee of repayment of moneys borrowed for the purchase and distribution of seed grain in the Province under the authority of municipal by-laws and this was afterwards presented and passed as an Act; a motion on the 19th asked the Dominion Government to remove the duty on steel rails and not to re-impose it "until such time as the Rail Mills of Canada are capable of supplying the steel required for the construction of Canadian railways" and later in the Session the Dominion Government was congratulated on not renewing the Bounties; another Resolution approved the Provincial Government's action in having the people represented by competent Counsel in the current inquiry of the Railway Commission as to freight rates west of Lake Superior.

All these Resolutions were debated and though passed without division the Opposition had criticisms to offer and suggestions to make. So with a Resolution moved by H. C. Lisle and A. S. Smith (Liberals) on Feb. 23rd which reiterated the Resolution of Feb. 3, 1911, declaring that the Dominion Government should place the lands set apart for Provincial School purposes under Provincial control and added: "The Government of Saskatchewan should continue to urge upon the Federal authorities the desirability of having transferred to the Province at an early date the control and administration of the said Endowment." Another Resolution, moved by T. H. Garry and H. C. Pierce, following this, declared it the duty of the Canadian Parliament to place Saskatchewan "on the same basis of equality as the other Provinces of Canada with regard to the taxation of railways and that for this purpose early action should be taken by the Federal Government to provide for the removal of the unjust and unfair exemption from taxation which was granted to the C.P.R. by its charter and which ever since has imposed upon our people a special burden."

The usual Hudson's Bay Railway Resolution was proposed on Mch. 6 by Gerhard Ens and H. C. Lisle (Liberals) in the form of a request to the Federal Government to "complete without delay the necessary line of railway to a port on the Hudson's Bay and also that all necessary arrangements be made to provide a

line of suitable steamers to be operated from the said port of Hudson's Bay to Great Britain." H. H. Willway and J. E. Bradshaw for the Opposition moved that, in addition, it be resolved that "the said Railway should be owned and controlled through an independent Commission as a Government Railway." This was met by J. D. Stewart and J. O. Nolin (Liberals) proposing that "the Government of Canada should in the interests of the people hold and own the Hudson's Bay Railway and that such arrangement should be made for its operation directly by the Government, by an independent Commission, or otherwise, as will secure to the people of Western Canada for all time to come absolute control by the Government over all rates, tolls and other tariffs to be charged." This Amendment to the Amendment was accepted by 18 to 10.

Following this on Mch. 7th came a Resolution presented by the Opposition (W. Elliott and J. E. Bradshaw) describing the importance and expensive character of Higher Education and the equipment of a University; pointing out that the University of Saskatchewan had neither cash nor land endowment; repeating a Resolution of Dec. 18, 1909, which urged the Dominion Government to "create out of the public domain within the Province a suitable land endowment for the University" and expressing regret at the inaction of the Provincial Government in not pressing this subject at Ottawa. Messrs. Calder and Motherwell of the Government moved an amendment to the latter part of the motion that "Whereas, notwithstanding the representations made by the Government of Saskatchewan to the Federal authorities, no action has been taken by the Government of Canada to provide for the said Endowment; and whereas the Government of Canada has recently declared its intention to transfer the public domain to the three Prairie Provinces; Therefore, in the opinion of this House the question of the creation of a University Endowment should rest in abeyance until such time as the public domain is transferred to the Province." The Amendment was approved by 22 to 12. A Government Resolution proposed by Hon. W. R. Motherwell and George Langley was carried (22 to 12) on Mch. 7th as an amendment to an Opposition motion declaring that the Government should take steps to obtain information regarding the feasibility of establishing a Provincial system of internal storage elevators. After recapitulating certain conditions in the premises it was stated that

> **In the opinion of this House the Government of Canada should institute an inquiry to determine if any system of interior storage is commercially feasible and such as will tend to prevent the recurrence of the present unfortunate condition of affairs in the Province due to the lack of outlets and such additional markets as would tend to keep pace with our exportable surplus—including off-grade grain.**

One of the important debates of the Session turned on a Resolution presented (Mch. 8) by George Langley and J. A. Sheppard (Liberals) expressing regret that the Dominion Government had as yet taken no action on the declaration of Mch. 16th, 1911, in favour of

THE HON. JOHN ALEXANDER SHEPPARD, M.L.A.
Elected Speaker of the Saskatchewan Legislature in 1912.

MR. WILLIAM DAWSON LE SUEUR, B.A.
Elected President of the Royal Society of Canada, 1912.

the transfer of control and ownership of Natural resources and urging the Provincial Government to continue pressing this matter upon the Ottawa authorities. This brought Mr. Haultain and the Opposition into what proved a vigorous and hard-hitting debate. Ever since 1905 they had resented, criticized, and denounced the Government's arrangement with the Dominion by which certain large Subsidies and grants were accepted by Saskatchewan in compensation for the Federal power retaining control of lands and natural resources. Conditions, however, had since greatly changed and the revenues of 1905 did not appear quite as large in 1911 when the Scott Government decided to try and obtain control of Provincial lands and resources. When, therefore, the Government proposed in 1912 to reiterate its Resolution of 1911 and to mark again its change of policy the Opposition presented an Amendment moved by A. B. Gillis and W. Elliott as follows:

1. In the opinion of this House the Resolution adopted on the 10th of March, 1911, does not adequately set forth the just claims of Saskatchewan with regard to the lands, minerals and timber of the Province. This House is further of the opinion that: (*a*) in the establishment of the Province the important principle of absolute equality among the Provinces of the Dominion, which is the only sure guarantee of the permanency of the Confederation structure, was not adhered to in regard to the lands, minerals, timber and waters of the Province; (*b*) the people of this Province held and hold the view that when the Province was established it was only fair, and proper that the land, timber, minerals and water therein should be handed over to the people dwelling there to be managed and owned by them in the same way as in most of the other Provinces in the Dominion; (*c*) the people of the Province further ask for and expect that compensation for the lands, minerals, timber and waters of the Province alienated for Federal purposes should be made to the Province by the Dominion; (*d*) the lands and other public resources of the Province can be managed more efficiently, economically and satisfactorily by the Province than by Canada and there was and is no good reason for a departure from the principle of the Confederation Act in the case of the Province of Saskatchewan.

2. This House dissents from the principle of a money grant in lieu of lands, contained in The Saskatchewan Act, and claims that the compensation granted by that Act is manifestly unfair and inadequate.

3. This House is of the opinion that a policy of administering the agricultural land of the Province in the interest of settlement and colonization by a homestead and pre-emption system should be followed out by the Province in the event of its acquiring control of its lands and that, therefore, negotiations should at once be commenced by the Government of Saskatchewan with a view to obtaining from the Dominion (1) the beneficial interest in and control of all Crown lands, minerals, timber and waters in the Province; (2) compensation for all lands alienated by the Dominion for purely Federal purposes including purchased homesteads and pre-emptions; (3) the extension of the northern boundaries of the Province in the same manner as the other Provinces are dealt with; (4) a right of way to Ports Nelson and Churchill on Hudson's Bay similar to that proposed to be granted to Ontario.

An Amendment to the Amendment was moved by S. S. Simpson and R. M. Mitchell (Liberals) which referred to the alleged promises of the Borden Government to restore the public lands and resources to the Western Provinces; expressed regret that the Dominion Govern-

ment had not included Saskatchewan in its settlement with Manitoba and requested the Provincial Government to urge upon the Dominion (1) a transfer of the public domain to the Province, (2) full compensation for such portions as had been alienated, (3) the securing of access to Hudson's Bay. This was accepted by 20 to 12 and then Mr. Haultain moved that negotiations should be at once commenced for (1) "the beneficial interest in and control of all Crown lands, minerals, timber and waters in the Province; (2) compensation for all lands alienated by the Dominion for purely Federal purposes including purchased homesteads and pre-emptions, (3) a right of way to Ports Nelson and Churchill on Hudson's Bay similar to that proposed to be granted to Ontario." The somewhat complicated procedure and debate was settled on Mch. 14 by a Government motion that the Order of the Day for the adjourned debate be discharged and this was carried after discussion. A Government Amendment to the original motion as amended by Messrs. Simpson and Mitchell was then moved by Messrs. Calder and Turgeon and after some debate carried without division:

That in the opinion of this House the Government of Saskatchewan should proceed with negotiations with the Government of Canada as speedily as possible for the purpose of bringing about a settlement of all matters pertaining or relating to the question of the ownership and control of the public domain within Saskatchewan and more particularly for the purpose of obtaining from the Federal authorities (1) a transfer to the Province of the public domain within its limits now held by the Dominion of Canada; (2) compensation to the Province for all lands and other natural resources disposed of by the Dominion for Federal purposes; (3) access for the Province for railway purposes to Ports Nelson and Churchill on Hudson's Bay.

Both parties had thus put themselves fully on record. Another Resolution on Mch. 15 was proposed by the Opposition which declared that the Government's expenditures on roads, culverts and small bridges, by road and bridge gangs, were not in the best interests of the Province and should be in charge of the Councils of Rural Municipalities and Local Improvement Districts. It was rejected by 21 to 12. An elaborate Address to H.R.H. the Governor-General was moved by Messrs. Calder and Turgeon declaring (1) that "one of the fundamental principles of the Canadian Confederation is that all the Provinces which form part of the said Confederation should be in a position of absolute equality in respect of legislative jurisdiction and financial and other assistance, grants and concessions, received from the Federal Government; and that it has been found necessary in the past to make such changes and readjustments as were required from time to time to bring about, preserve, or restore, such equality"; claiming (2) that in respect to the important power of taxation under C.P.R. exemption by Federal law, Saskatchewan was not in this position of equality; alleging (3) that the principle of equality had been again infringed by the Boundaries adjustment between Manitoba, Ontario and Quebec which made it still more imperative that immediate steps should be taken to grant to Saskatchewan the ownership and control of her public domain.

Then came the usual Reciprocity clause commencing with a declaration that the production of grain was the most important industry of Saskatchewan, that its rapid increase made new markets imperative and that in view of the United States being one of the best and most available of markets, "the Federal authorities should endeavour by means of a reciprocal pact or otherwise to bring about a removal of the tariff barrier that now excludes Saskatchewan products from the United States market." Finally it was urged that the Hudson's Bay Railway and a line of steamers thence to Great Britain were essential to Provincial progress. His Royal Highness was asked "to cause such action to be taken" as would bring relief in these directions to the people of Saskatchewan. After a debate in which Mr. Haultain's claim that the Address was not in order had been rejected by the Speaker and the latter's ruling sustained by 20 to 13 the Opposition Leader moved that the Section relating to Reciprocity be struck out and a clause inserted asking for compensation to the Province for all lands, etc., disposed of by the Dominion for Federal purposes. A Party vote of 21 to 11 disposed of this and the Address then passed.

There was much important legislation during the Session. Under the terms of the Government's Redistribution measure the number of Seats was increased from 41 to 54. The new ridings were chiefly created out of the large constituencies to the west and north—Maple Creek, Moose Jaw County, Lloydminster, Battleford, Kinistino and Athabasca—while in the older settled portions of the Province there were comparatively few alterations. The new Seats were called Biggar, Cumberland, Delisle, Gull Lake, Kerrobert, Kindersley, Morse, Melfort, Pinto Creek, Gull Plain, Rosthern, Shellbrook, Tramping Lake, Thunder Creek and Willow Bunch. The old Riding of Duck Lake was consolidated with Rosthern and Prince Albert County was eliminated. Regina County disappeared and became Lumsden. The inevitable charges of gerrymandering were made by the Opposition as to Hanley, Weyburn and Pleasant Hills in particular. Mr. Haultain's criticism (Mch. 13) was that the Bill had not been framed according to population so far as urban constituencies were concerned. Population and area were not the principles of the Bill as claimed. On what ground should one man in the country have as much representation as five men in a city? If Regina had 30,000 people, then the city should have two Members. J. F. Bole, Liberal Member for Regina, endeavoured by amendment to obtain another seat for that City but was unsuccessful. J. E. Bradshaw (Cons.) moved (Mch. 14) that the Cities of Regina, Moose Jaw and Prince Albert be given representation according to population but it was voted down by 20 to 12 as re-opening the question of Rural *vs.* City representation.

A measure to encourage the raising of pure-bred horses was passed. Mr. Motherwell announced in this connection that a Professor of Veterinary Science would be appointed in the Agricultural College. Hon. Mr. Turgeon carried a Bill providing for the investigation of

Fires and the appointment of a Fire Commissioner with adequate powers of inquiry and of report to the Attorney-General; the right to create Fire Districts and appoint Deputies. By another measure license fees for motor vehicles were placed at $10 for the license and $3.00 for annual renewal; $5.00 for motor-cycles and $2.00 for renewal; $25.00 for a Dealer's annual license and $5.00 for a chauffeur with $2.00 a year renewal. A Government Bill was passed designed to protect workmen in the construction or repair of buildings and it dealt with the erection of scaffolds, handling of materials and appointment of Inspectors; under another Act it was made illegal to employ white women or girls in places of business or amusement kept by Orientals; the Attorney-General put through legislation increasing Surrogate Judges' salaries from $500 to $1,000. Bills were passed granting the right to practice Medicine to two French graduates of Laval University named Godin and Gravel who had not qualified through the Quebec Medical Association and could not meet the examinations of the Saskatchewan Association because they did not understand English. The demand for their services was said to be very great in the French district where they lived.

The Government's Good Roads Act authorized the borrowing of $5,000,000 at a 40-year term with interest not exceeding 4 per cent. for the construction and improvement of Public Highways. A Bill was approved creating a Board of Highway Commissioners made up of three Members with the following duties: To lay out, plan and determine upon a system of public highways for the Province; to determine upon the most feasible and economic methods for constructing, improving and maintaining them; to furnish municipalities with information, to appoint engineers and other officials, and to report annually to the Minister of Public Works. A new Insurance Act defined conditions, regulations and licenses; authorized the appointment of a Superintendent of Insurance with full powers of inquiry, license and supervision, under the Minister; empowered examination of Assets and cancellation of licenses under certain conditions; provided a License fee of $5.00 for record and $100.00 for a Provincial Company and $200.00 for a foreign Company doing business in the Province.

The purchase, sale or carrying of offensive weapons was forbidden except under defined conditions and the City and Town Acts were amended in many details. The School Act was amended to authorize the appointment of a Superintendent of Education under the Minister and give him the general supervision and direction of High Schools and Collegiate Institutes, Public and Separate Schools, Training Schools for Teachers, the granting of Teachers' Certificates, Technical Schools, Departmental examinations, Teachers' Institutes, Teachers' Reading Courses, School Libraries and the Inspectors of any such Schools. Auctioneers were put under licenses ranging from $10 to $50; hawkers and pedlars were required to take out a license of $25; legislation was passed providing under specific conditions for the maintenance of illegitimate children by the Father thereof. The

Saskatoon Electric Railway Co. and Transfer Railway Co. were incorporated, a Saskatoon arrangement with the C.P.R. was confirmed, by-laws relating to the City and its proposed Street Railway and undertakings respecting local Parks of a public nature were legalized, the Saskatoon Y.M.C.A. was incorporated. Moose Jaw was authorized to take over a local Hospital and the Wascana Country Club, Regina, the Colonial Club, Moose Jaw, the Prince Albert Club and several Roman Catholic Missions, etc., were incorporated as well as the Saskatchewan Fire Insurance Co. Ltd.

The Hail Insurance Bill was much discussed. Its main principles were submitted to and approved by the Grain Growers Association and various details afterwards threshed out in the Legislature. As eventually passed it authorized the creation of a Hail Insurance Commission of three Members as soon as 26 municipalities had signified their intention of undertaking the indemnification of owners of crops, growing within the area of such municipalities, against loss occasioned by hail. Upon the passage of a By-law authorizing the Municipality to engage in the Hail insurance undertaking the ratepayers became liable to be assessed in a sum not to exceed four cents per acre upon all lands within the municipality—exclusive of lands within hamlets or under grazing lease from the Dominion. There were various details and the administration of the Act was to be in the hands of the Commission with an indemnity payable at $15 per acre. By the end of the year 62 municipalities had voted in favour of taking advantage of the Act, and 16 against, with a large number about to vote on the subject. The House was prorogued on Mch. 15th.

Incidents of the Session included the motion by D. J. Wylie (Cons.) on Mch. 12 in favour of abolishing tolls on Ferries and Mr. Calder's statement that the Government proposed to make them absolutely free; the statement, in answer to Opposition inquiries, that *The Leader* Publishing Co. of Regina (Liberal) had received from Government sources in 1910-11 $69,386 and in 1911-12 $90,379, for printing, with some small amounts for advertising; the Resolution passed by the Saskatchewan Medical Association at Moose Jaw on Sept. 5 (in connection with the admission of Godin and Gravel to practice) strongly condemning the action of the Legislature in infringing the Medical Practitioner Act; Mr. Haultain's criticisms upon the action of the Lieut.-Governor, in his private capacity, appealing to the Legislature as an incorporator of the Inter-Ocean Trust Co.; a Presentation to the Opposition Whip, S. J. Donaldson, by the Conservative Members on Mch. 15th; the statement by Mr. Calder on Feb. 1 that the business rate for Telephones in Regina, Moose Jaw and Saskatoon was $35.00 for wall and $37 for desk and for residence Phones $25 and $27, respectively, with rates in small Cities and towns running $5.00 lower; the figures given in the Legislature as to Provincial Telephone progress showing a total capital expenditure in 1908-11 of $2,167,510 and a revenue of $625,605.

The Grain Growers; the Elevator Interests; and Direct Legislation

The Grain Growers Association of Saskatchewan, like that of Manitoba, was an active influence in Provincial politics during the year. At its 12th annual Convention in Regina on Feb. 14-16 there were between 700 and 800 Delegates present; J. A. Maharg of Moose Jaw presided, the Convention was welcomed by Mayor McAra and H. G. Smith of the Board of Trade and addresses were delivered by W. J. Tregillus of the Alberta Association, G. F. Chipman of the *Grain Growers Guide,* John Kennedy of Winnipeg, and others. President Maharg in his address referred to Saskatchewan's 100 million bushels of wheat as the largest production of any Province or State on the Continent but declared it no longer safe to place all their eggs in one basket. "When we consider the tremendous amount of farm products that have to be imported into this Western country and also the high prices paid for the same it should cause us to consider if it would not be more profitable to farm less extensive and more intensive." The general situation as to grain evoked this conclusion: "The southern outlet is practically closed; the northern outlet is years away as yet; the eastern and western outlets are entirely inadequate. It appears to me that the only immediate solution is by providing some system of internal storage where the settlers can secure weight and grade for their grain to enable them to finance the same."

The Directors' Report was read by A. G. Hawkes. It alleged the non-party character of the organization and the appointment of F. W. Green, its Secretary, to represent "this powerful, loyal and truly representative Association at the Coronation." Mr. Green, to whose executive skill and energy the Association owed much, presented in his Report a review of its varied interests. The apparent success of the Saskatchewan Co-operative Elevator Co. Ltd. which had been incorporated in 1911 and which was controlled by the Association was described; the grain blockade dealt with and the situation said to be almost unavoidable, with lack of Railway motive power as a factor and the rush of wheat as the chief difficulty; the wisdom of compelling the Railways to carry all the grain at the moment it was threshed was discussed and Mr. Green inquired if such action would be wise, supposing it were possible. "Would it demoralize our markets or increase the cost of transportation? If we could have compelled them to have taken out all the grain now awaiting shipment two months ago, I have been told by dealers it would have lowered the price on every bushel grown in the three Western Provinces." He was inclined to favour Dominion Government ownership and operation of all Terminal Elevators and the extension of this system further inland under the operation of a Commission. Mr. Green reported a total paid-up membership of 10,570. Many and varied were the Resolutions presented and discussed. The following is a summary of those passed:

1. Stating that as Saskatchewan was now raising 100,000,000 bushels of wheat annually the time had come for fixing its standard grades.

2. Declaring that the distribution of cars should be placed under control of the Warehouse Commissioner instead of the Grain Commission.

3. Asking the Borden Government for immediate construction of the Hudson's Bay Railway.

4. Re-affirming itself in favour of complete Government ownership and operation of all the Canadian terminal elevators; the operation to be conducted by a Commission as free from partisan influence as possible.

5. Opposing any bonus (such as Steel bounties or higher protection to Steel interests) being given to any manufacturer whatever.

6. Urging the Dominion Government to take immediate steps to equalize the freight and express rates so that the basis of charges should be equal in East and West alike.

7. Suggesting that the credit of the Province should be used to secure farm loans at the lowest possible rate of interest.

8. Urging the appointment, on the proposed Tariff Commission, of a representative of the Association.

9. Urging the Dominion Government to authorize local or municipal bodies to supervise the distribution of seed to occupants of Dominion lands and asking the Provincial Government to provide that all seed grain should pass inspection by a Municipal official.

10. Declaring in favour of the initiative, referendum, and right to recall and urging that all legitimate means be used to have the plan placed on the Provincial and Federal statute books.

11. Requesting the Canadian Government to grant Women the Suffrage.

12. Favouring the Parcel Post system, Reciprocal Demurrage and the principle of Consolidated Schools wherever practicable.

13. Re-affirming, in its entirety, the platform of the Association as presented at Ottawa on Dec. 16, 1909.

14. Asking the Legislature to fix, in the proposed Hail Insurance Act, a rate of insurance sufficient to ensure the payment of all claims under the Act in full.

Reciprocity was perhaps the foremost subject of discussion though the proposed Government Hail Insurance Bill came in for much and diverse attention. During the debate on the suggested establishment of a Sample Market at Winnipeg—a Resolution held over until such time as Government-ownership or control of Terminal Elevators could be obtained—much was said about United States relations and the grain blockade and Mr. Langley declared, in this connection, that a Sample Market for grain required also a market for sample grain! The following Resolution was passed unanimously: "Whereas the present Tariff is a protective tariff, and whereas the manufacturing industries of Canada are long since past the need of such protection, and whereas such protection unduly discriminates against the agriculturist: Therefore be it resolved that we, the Grain Growers of Saskatchewan, re-affirm the position of the Ottawa Delegation of 1910 and continue the struggle for immediate reduction of the Tariff with free trade as the ultimate aim of legislation."

A subject discussed freely in the Convention was the Federal Premier's attitude toward Terminal Elevators. F. W. Green, E. J. Fream and R. C. Henders, who were on the recent Delegation to Ottawa in this connection, seemed doubtful as to the result and Mr. Green put the matter in this imaginary form: "Laurier told you he would not give you Government Elevators; Borden told you he would

but you (Grain Growers) did not heed him." During the Convention there was a difference of opinion between Mr. Green and Mr. George Langley; each was heard and the Convention passed a Resolution of confidence in both. An interesting statement was made by Mr. Langley in connection with the proposed Government loans to farmers when he said that $15,000,000 were invested in Saskatchewan farm mortgages. J. A. Maharg was re-elected President, and C. A. Dunning Vice-President, with the following Directors at large: F. W. Green, Moose Jaw; Geo. Langley, Maymont; E. A. Partridge, Sintaluta; A. G. Hawkes, Percival; J. Ames Robinson, Walpole; J. B. Musselman, Cupar. The District Directors were chosen as follows: A. K. Gould, Manor; Thos. Alcock, Belle Plaine; Frank Burton, Herbert; J. F. Reid, Arcadia; W. H. Lillwall, Colonsay; G. H. McKeag, Conquest; C. W. Hawkin, Valparaiso; Andrew Knox, Prince Albert; A. J. Greensell, Denholme. It may be added that the ardent advocacy of Reciprocity by this Association inclined the Conservative press of the Province to naturally charge them with partisanship —an attitude assumed by the Regina *Province* in most clear-cut language and emphasized by the influence of Mr. Langley—who a little later joined the Saskatchewan Government—in the Convention.

Meanwhile the Saskatchewan Co-operative Elevator Co. Ltd. had been looking after the Elevator interests of the Province. J. A. Maharg as President, F. W. Green, Vice-President and C. A. Dunning, Sec-Treas. had been the Provisional officers. The 1st general meeting of the Company was on July 6, 1911, and, as Mr. Green had meanwhile retired, Geo. Langley, M.L.A., was appointed Vice-President and Organizing-Director with Mr. Dunning as General Manager and Mr. Maharg remaining President. Up to Dec. 31, 1911, the Company had constructed, or nearly so, 40 Elevators and purchased six. It had a credit for $500,000 with the Canadian Bank of Commerce and had expended $358,371 under the Act providing for Government loans. E. S. Estlin was appointed Engineer in charge of erection, etc. The financial statement for the year ending July 31, 1912, showed some success for the enterprise. This first year's profits were $52,461 and the dividend paid 6 per cent.; the subscribed share capital of the Company was $1,177,200 and the amount paid up $176,580 with a Revenue fund of $24,399 and a Trading Revenue of $24,399; the Elevators operated to date numbered 46 and the grain handled was 3,261,000 bushels; the grain purchased was 1,474,645 bushels and the total binned was 1,786,355 bushels; the capital outlay was $1,115,000 and the Provincial Government loans for construction and interest $393,694. The Directors, in their Report, stated that 8,962 farmers held shares in the Company and that by the end of 1912 140 Elevators would be owned and operated.

At a banquet following the annual meeting on Aug. 21st—at which 132 Delegates were present each representing an Elevator—Mr. George Langley, now a Member of the Government, was most cordially received and in his speech warned the farmers against professional politicians. F. W. Green spoke of the co-operative movement

as a bread-and-butter business and characterized the Grain Growers Association as being "God's great engine of Democracy." During the March Session the Government carried a Bill ratifying the agreements made with the Saskatchewan Co-operative Elevator Co. Ltd. and authorizing the advance of money to the Company for the purpose of acquiring or constructing Elevators up to 85 per cent. of the estimated cost of each Elevator—subject to a mortgage on the lands and a chattel mortgage on the Elevators and buildings. As to Elevators and grain storage warehouses in Saskatchewan there were in 1907 516 with a capacity of 14,621,500 bushels and in 1912 there were 1,252 with a capacity of 36,503,000 bushels.

Meanwhile, another movement had been developing amongst the farmers of the Province. S. J. Farmer, Secretary of the Manitoba Direct Legislation League, opened a campaign in June for his policy of the Initiative, Referendum, and Recall,* and addressed meetings at Regina, Grenfell, Davidson, Guernsey, Dana, Cory, Juaniata, Gledhow, etc. Based upon the principle that Party government had failed and power passed into the hands of privileged classes; that the people must come into control of public affairs through the initiation of legislation, reference of measures to popular vote, and recall of representatives for change or specific instruction; Mr. Farmer's organization in Manitoba had issued much literature similar to that used in various American States. F. J. Dixon and R. L. Scott had, meanwhile, organized at Regina on May 9th the Saskatchewan Direct Legislation League. Its President was Wm. Trant, Regina; 1st Vice-President, J. K. McInnis, Regina, and 2nd Vice-President, J. E. Frith, Moosomin; Secretary C. A. Brothers, Moose Jaw and Treasurer W. H. Wardell, Moose Jaw. The Executive included C. O. Holstein, Wauchope; F. W. Ferguson, Sedley; C. A. Dunning, Regina; Dr. G. A. Cowan, Regina; E. J. Campbell, Carnduff; J. E. Paynter, Tantallon; John Evans, Nutana; B. J. Bott, Craik; and L. E. Gieser, Moose Jaw. On May 13 the Regina Liberal organ, *The Leader,* had a page editorial supporting and describing the plan. It dealt with the alleged need of some system under which the masses—the People—could deal with the Capitalists and Tariff monopolists; by which party alignments might be broken and the supposed failure of party government be met. The general idea of Initiative and Referendum was later on approved in the Provincial Elections to a large extent by both Parties; the Recall was a matter of divided opinion. A statement in July showed that 15 Liberal candidates and 7 Conservatives were in favour of the proposal without qualification and 18 others with certain conditions. Mr. Premier Scott wrote: "It has been decided by the Government that it will be advisable to enact a law for Saskatchewan to bring into force the Initiative and Referendum as proposed by your League." An Act was presented accordingly at the 1st meeting of the new Legislature and assented to on Jan. 11, 1913.

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* NOTE.—See Manitoba Section, pages 495-496.

Mr. Calder's Budget: Good Roads and Railways

The Acting-Premier, Hon. J. A. Calder who had been Provincial Treasurer since 1905 delivered his last Budget Speech—as a result of Government re-organization—on Mch 8, 1912. "Throughout the whole period of the present Government's administration," said Mr. Calder in opening, "the finances of the Province have been in splendid shape. Saskatchewan has known no period of financial difficulty and its credit has always been good. In the past six years there has been only one year in which a deficit was declared and this was for only $58,000. In each of the other five years there has been a considerable surplus, that for 1911-12 amounting to $250,000." As to details he stated that in 1906-07, the first year of the Administration, the Revenue had been $1,035,000. That had grown to $3,498,000 for the year closing on Feb. 29th, 1912, and he estimated for 1912-13 a total of $4,027,565. In brief, in less than six years the Revenue had grown $428,000 more than a 100 per cent. increase. In 1906-7 Saskatchewan had received from the Federal Government $1,186,650. He estimated that next year it would receive $1,708,188, an increase of $521,538, or 44 per cent.

The grants received by the Province in 1906-07 were made up of Ordinary grants $375,000 and School lands, $62,525. In 1912-13 it was estimated that the total would be $722,500 of which $160,000 was from School lands. The increase in the five years was $284,975. The Province had also received a Federal grant of $93,750 for Public Buildings totalling, in the five years, $468,750. The local Revenue in 1906-7 amounted to $348,358. There had been a steady advance until in 1911-12 it was $1,577,616 and in the next year it would be $2,119,376. The increase between 1906-7 and 1911-12 was $76,900 from Liquor licenses; $97,000 from Court fees, fines, etc.; $308,000 from Land Titles; $115,000 from Corporations and Railways, which had been untaxed in 1906-7; a total of $770,000 as against $168,000. "With a population of 250,000 our total revenues during the first year of Provincial housekeeping were $1,535,000 or $6.14 per head. In 1912 with 500,000 population the corresponding amount is $4,027,000 or an average of $8.05 per head."

As to Expenditures the Government were said to have been liberal without extravagance. Upon Education, in 1906-7, they had expended $300,120; in 1911-12 the amount was $542,880 and for 1912-13 the estimate was $614,300. On Roads and Bridges the expenditure in 1906-7 was $402,318; in 1911-12 $478,000; the estimate for 1912-13 was $625,000; the total for the six years was $3,656,000 and it had all come from current resources and not a cent from capital. A year ago the Government had adopted a plan of making grants to municipalities for this purpose and in 1911 the amount thus distributed was $120,000 and in 1912 would be $172,000. This represented about $1,000 for each rural municipality and he considered the money to be well spent. As to Roads the Treasurer thought they had been working on a wrong basis.

If we are ever going to secure the main highways that the Province requires the funds for construction cannot come out of current revenue. Recently, municipalities have been empowered to borrow money on debentures for road construction and the principle is a sound one. The time has come for the Government to depart from its old policy and the Government have had this matter under consideration for some years. We have made up our minds that the time has come to take a forward step and in a few days legislation will be brought down to provide for the borrowing of $5,000,000 for the purpose of carrying on necessary road work—that is main highway construction in our Province. The Government has spent $3,900,000 on the Telephone system, $6,000,000 on Public institutions and has pledged bonds for the construction of Railway branch lines to the extent of $30,000,000 but not one of these things is so important to the farmer as the road that passes his door. He must have proper facilities for hauling his grain to the shipping point.

This was the sensational point in the speech. Mr. Calder then passed to the matter of Debt. "To-day the Province of Saskatchewan is in debt to the extent of about $8,500.000. The money has gone into the building and equipping of Government, Legislative and Departmental Buildings, Court Houses, Land Title Offices, Gaols, Asylums and other Public institutions all of which were very necessary. The only way to provide funds for these purposes was to borrow money with the payment spread over a period of years. Of this Debt, about $3,000,000 went into the Telephone system." As to 1912-13 the Revenue was estimated at $4,027,565 and the Expenditures would include $50,000 for depreciation in Telephone plant; $400,000 additional for the University and $200,000 for two new Normal Schools; $1,235,000 for Court-houses, Land Titles Offices, Gaols, Asylums, etc. The total expenditure of the Government since 1905 had been $27,000,000.

Mr. Haultain, the Opposition Leader, was naturally pessimistic in his criticism. The growth of Public Debt charges was said to be of a most startling character. Up to 1908-09 there were none, but during the last three years they had jumped rapidly from nothing to $463,000. It would be of interest to note that these charges in 1911-12 amounted to $18,492 more than was spent on Civil Government, Legislation and Education combined; that they were equal to 79 per cent. of the vote for Education or 60 per cent. of the vote for ordinary Public Works. It was of further interest to note that whereas the Dominion Subsidy in lieu of lands, in 1905 was equal to $1.50 per capita, while the Debt charges were nil; now the Subsidy in lieu of lands was but $1.15 per capita; while the Debt charges were 94 cents per capita. The announcement that another $5,000,000 was to be added to the Debt of $8,500,000 afforded food for thought. To-day the Dominion Subsidies were being paid on a population of 487,892 which meant that the Debt charges of $463,000 were equal to 94 cents per capita. If it cost $463,050 annually to take care of a Debt of $8,500,000 it would cost the Province approximately $700,000 a year to take care of $13,500,000. As a matter of fact he claimed the Public Debt was $8,500,000, the proposed addition was $5,000,000 and the Railway bonds guarantee (indirect liability) was $32,000,000 *plus* interest liability on the bonds.

As finally stated, in complete form, the Receipts of the year ending Feb. 29, 1912, totalled in ordinary and capital account $11,595,723 which included $1,551,160 from the Dominion, $3,359,866 from Departmental collections; $6,604,423 as proceeds of 1910 Loan (balance), Treasury Bills (sold) $1,824,000 and advances by Banks $399,423; Trust Funds and Open Accounts of $1,525,187. The total Expenditures were $11,442,107 which included $429,572 on Public Debt; $365,011 on Civil Government and Legislation; $590,763 on Justice; $612,384 on Public Works (Income) and $890,761 from Capital Account; $508,410 on Education and $342,962 on Agriculture and Statistics; $278,934 on Telephones (Income) and $1,306,328 from Capital Account; $101,275 on Bureau of Public Health, $426,942 on University of Saskatchewan and $314,000 on Elevators—the two latter items from Capital Account; $3,771,666 as repayment of temporary loans; $1,421,825 on Trust Funds and Open Account. There were some other small amounts in the Receipts and Expenditures and the Balance in hand on Mch. 1, 1911, was $303,523 and on Feb. 29, 1912, $367,139.

During the March Session of the Legislature the Canadian Northern Saskatchewan Railway Co. was incorporated with headquarters at Regina, a capital stock of $5,000,000 and a schedule of stated Lines which it might "lay out, construct and operate." The Grand Trunk Pacific Saskatchewan Railway Co. was also incorporated with a capital of $1,000,000 and a specified list of similar lines and conditions. In each case the lines were to be of standard gauge or 4 feet, 8½ inches. An Act was also passed as a Government measure authorizing the guarantee of certain additional securities of the Canadian Northern Railway Co., under the same conditions as preceding legislation, at the rate of $13,000 per mile upon several lines of railway which were specified as covering a total of 170 miles and of which not less than 55 miles were to be completed by Dec. 31, 1912, and the remainder by Dec. 31, 1914.

Similar powers were given as to the guarantee of bonds, debentures, etc., of the Canadian Northern Saskatchewan Railway Co. to the extent of $13,000 per mile on 255 miles of line. The time of the bonds, etc., was to be 30 years and the interest 4 per cent. payable half-yearly and secured by first mortgage upon the lines constructed. Under the terms of legislation in 1908-9 an Act was passed authorizing the guarantee of certain additional securities of the Grand Trunk Pacific Branch Lines Co. at $13,000 per mile for 90 miles, under construction provisions as in the case of the C.N.S. Railway. Authority was also obtained to guarantee bonds of the Grand Trunk Pacific Saskatchewan Railway Co. to the extent of $13,000 per mile for 335 miles with conditions as in the above Acts. By or under this legislation the following Lines had their bonds guaranteed by the Government up to the close of the year:

Canadian Northern Railway Company:

From Craven, northeasterly, a distance of	40 miles.
An Extension of the Maryfield Branch	60 miles.
An Extension of the Jackfish Branch	30 miles.
An Extension of the Thunder Hill Branch	40 miles.

Canadian Northern Saskatchewan Railway:
- A Line from, at, or near, Township 26, Range 8..... 35 miles.
- A Line from Rossburn Branch at or near Township 26, Range 32, through Yorkton ..... 45 miles.
- A Line from a point at or near Shellbrook ..... 45 miles.
- A Line from a point at or near Lampman ..... 45 miles.
- A Line from a point at or near Township 13, Range 5..... 35 miles.

Grand Trunk Pacific Railway:
- An Extension of the Biggar-Calgary line southwest to Alberta boundary ..... 50 miles.

Grand Trunk Pacific Saskatchewan Railway:
- A Line from a point at or near Saskatoon running to Battleford ..... 95 miles.
- A Line from a point at or near Watrous through or near Swift Current ..... 75 miles.
- A Line from a point at or near Township 9 or 10, Range 13, through or near Weyburn ..... 50 miles.
- A Line from a point at or near Melville running to a point at or near Watrous ..... 75 miles.

During 1911 the C.P.R. had graded in Saskatchewan 280 miles and laid 261 miles of track; the G.T.P. had graded 308 miles and laid 104 miles of track; the C.N.R. had graded 125 miles and laid 299 miles of track—a total grading of 713 miles and track-laying of 664 miles. At the close of 1911 the C.P.R. had 414 miles of its main line and 1,616 miles of branches in operation; Grand Trunk Pacific 415 miles of main line and 153 of branches; the C.N.R. 400 miles of main line and 449 of branches. The Regina *Leader* estimated the total guarantee provided for in the 1912 Bills at 850 miles of which 125 miles were of a general character. Added to those guaranteed under preceding legislation the total was 2,505 miles of branch lines.

Mr. Haultain's criticisms took the form of claiming that the Railways would have built many of these Branch lines without a guarantee; that in some cases they were encouraged to make extensions before they had the equipment; that the credit of the Province was being heavily involved. He proposed an Amendment to a part of the legislation that in return for extension of term and further guarantees the Province should, in respect to the lines aided, have the power to acquire them; the power also to locate the lines, to locate and supervise stations and to control rates. The Attorney-General (Mr. Turgeon) said in reply that the lines assisted were of two kinds—those of Federal and Provincial incorporation. The former were not under Provincial control and, forming part of through systems, it would be inadvisable for the Province to attempt to acquire them—though if the Companies failed to live up to their agreements the Province had the right to take over the lines. The Provincial railways were already subject to all the stipulations for which Mr. Haultain's amendment provided. The Amendment was voted down.

The question of Good Roads in a Province where distances are so great and railways impossible at every pioneer point of settlement was naturally an important one. Bridges were a vital part of the problem and, as A. J. McPherson, Chairman of the Highway Commission, stated at this time Provincial funds were used in 1907 for road improvements to the extent of $881,000 with Local Improvement District funds of $575,000. In 1912 there was available from Provincial current revenue for roads and bridges, by aid to municipalities and as charges to Capital Account, a total of $2,202,000 while rural

Municipalities provided $1,500,000 more and cities and towns expended large sums in permanent pavements, etc. Hence the importance of the Government's proposed legislation for the spending of $5,000,000 upon this object—of which $1,300,000 was included in the above total. Speaking at Regina on Feb. 10 R. O. Wynne-Roberts dealt with the subject at length. He estimated that the 90,000 farmers of the Province, in 1911, carried 15,000,000 bushels of grain or 2,000,000 loads over the roads of Saskatchewan. As each load cost about $1.60 for haulage this involved an expenditure of over $3,200,000. "Now, if there were good roads, it would be possible to increase the load per team to, say, 6,000 pounds which would reduce the number of loads to be hauled, and the cost would be about $2,000,000. In other words the farmers would be $1,200,000 in pocket, or they could invest that amount in payment of debentures issued for road improvements. This amount, capitalized at 5 per cent., would represent a possible expenditure of $24,000,000 which would suffice to improve 24,000 miles of roads."

Educational Affairs: Bi-lingualism; Saskatchewan University

This Province had its share of the Bi-lingual question and, during 1912, the growth of German and French settlements was much in evidence—to say nothing of other and varied nationalities. A Provincial Convention of French-speaking Catholics was held at Duck Lake on Feb. 27-28 with Mgr. F. Lacoste, Vicar-General, presiding, and an address by Mgr. O. E. Mathieu, Bishop of Regina. Mgr. Charlebois of Keewatin also spoke. *Le Patriote,* the local organ edited by Rev. F. Auclair, Secretary of the organizing Committee, welcomed the Delegates with the statement that it would be a crime "to prevent French children from being educated in the Mother-tongue." The questions discussed during the Sessions included the future of the French language in the West; French from a legal standpoint; practical means of securing the teaching of French in the Schools; Bi-lingual inspectors; French in social life; primary rights of the French language in Saskatchewan; grouping for colonization; grouping through mutual and national societies.

At Regina on July 31 a Convention representing the German-Catholic Association of Saskatchewan was held with the Rev. Father Suffa presiding. The organization had 2,000 members with 25 new branches formed during the past year. One of the addresses was by Dr. Dwucet of Regina who declared that "the English language is an absolute necessity for all, but nevertheless we want our children to learn to talk the language which we learned at our Mother's knees." The Rev. Father Bour said that he was "very pleased to admonish the German Catholics to be satisfied with the treatment they had received at the hands of the Scott Government in the matter of schools." There was one place where the school taxpayer could secure proper treatment under the Saskatchewan system and that was at the polls. "In this Province there are several German-Canadian colonies and the German-Canadians want their children to learn their Mother-tongue." A Resolution in favour of Separate Schools was passed and the following also:

Resolved; that we esteem and love our noble German Mother-tongue, the heritage of our beloved parents and forefathers, and that we consider it our duty to put it into practice in the church, in the school and in our families as much as possible, so that this precious heritage will be handed down intact to our children, and the generations to follow.

Of the other organizations the Saskatchewan Educational Association met at Saskatoon on Apl. 9-10 with Sheriff Neilson of Prince Albert in the chair. Many subjects were dealt with and Dr. F. H. Ling elected President for 1912-13. Toward the close of the year the Education Commission appointed by the Provincial Government and composed of D. P. McColl (Chairman), Superintendent of Education; D. McIntyre, Superintendent of Schools, Winnipeg; Dean W. J. Rutherford of the College of Agriculture, Regina; T. E. Perrett, Principal Normal School, Regina; W. A. McIntyre, Principal Normal School, Winnipeg; held a number of Sessions. They were at Prince Albert, Dec. 9-10; Saskatoon, Dec. 11-12; Moose Jaw, Dec. 13-14; Regina, Dec. 16-17. The matters upon which evidence was taken included (1) Agricultural education in Public and High Schools; (2) Technical education; (3) consolidation of schools; (4) training and supply of teachers; (5) course of study and text books for Public and High Schools; (6) physical education.

A statement issued in March as to the Supplementary Revenue Fund distributed to Educational institutions showed the total during 1908 to have been $147,307 of which $142,613 went to rural schools; in 1911 the total was $325,664 of which $276,470 went to rural schools, $19,194 to High Schools and $15,000 each to the University and College of Agriculture. The number of rural schools sharing in the Fund was 1,218 in 1908 and 1,942 in 1911. The number of School Districts erected in 1911 was 275 and in 1912 382 and of these one in 1911 was a Separate School District and in 1912 three. The total enrollment of Pupils, 1911, was 42,580 in rural schools and 27,987 in town schools; the number of Teachers was 1,316 male and 2,175 female; the School Districts increased during 1912 from 2,476 to 2,855.

Some one has described the University of Saskatchewan at Saskatoon as "the most significant thing in Western Canada. A $5,000,000 educational plant on ground that ten years ago was bald prairie; an investment in ideals of nearly $150 for every man, woman and child in the Province." The first of this University's graduates received their degrees on May 1st including 7 B.A. degrees for local students, 7 more for graduates of other Universities and one M.A.—Rev. A. G. Morice, O.M.I., B.A., the well-known Western Historical writer. The appointments were announced during the year of S. E. Greenway as Director of Extension Work, and Louis Brehant as Professor of Greek. There were in July also several elections to the University Senate including J. W. Sifton, Moose Jaw; A. G. Farrell, Moosomin; Dr. G. R. Peterson and G. E. McCraney, M.P., Saskatoon. Dr. F. H. Ling was appointed Dean of the Faculty of Arts and Sciences.

The registration of 1909-10 was 58 men and 12 women; in 1910-11 it was 88 and 20 respectively; in 1911-12 the figures were 122 and 28. For 1912-13 the total registration was 238 of whom 177 were in Arts and 61 in Agriculture. David Neil Hossie of Moose Jaw was selected as Rhodes Scholar from the University early in the year. Although the first sod of the central structure was only turned in 1910 the President was able to announce on June 30th, 1912, that the College, the University Hall, the Agricultural Engineering Laboratory, Stock Pavilion, Power House, Barns, Implement Sheds, Boarding House for men on the Farm and other buildings, with the College of Agriculture, were either completed or would be shortly. Others under way were Colleges of Education, Law, Medicine, Dentistry and Engineering. The Receipts of the year were $432,412; the Expenditures $452,074. The College of Agriculture had for some time been in operation so far as studies and courses and farm operations were concerned and was formally opened on Oct. 29.

According to President Murray's annual Report the members of the Faculty of Agriculture devoted their time to work carried on throughout the Province. Short courses intended to stimulate effort in rural communities were held by the Extension Department at eight different points in 1911-12 and at each of these there was a full staff of instructors—in Field Husbandry, Weeds and Insects, and Home Economics. Short courses of four days' duration in gas-traction engineering were held at seven points. All the short courses held were patronized well, and the numbers reached directly totalled about 1,530. The annual Convention of the Agricultural Societies held at the University in February, together with the Homemakers' Convention, brought together 200 representative men and women from all parts of the Province. The first meeting of the Advisory Council in Agriculture—connecting the Government, the Agricultural Organizations and the University—was held on Feb. 6th with the following Members: Angus McKay, Indian Head (Chairman), F. W. Green, Moose Jaw; Edward Crain, Baring; C. W. Andreason, Humboldt; John Dixon, Maple Creek; and Hon. W. R. Motherwell, President Murray, Dean W. J. Rutherford, R. Sinton, J. A. Maharg and James Smith *ex officio*.

Incidents of the year included the presentation of a Portrait of Angus McKay (Feb. 6) with tributes to his work as an agriculturalist and educationalist to the College of Agriculture; the awarding of a contract for erection of the Boy's College, etc., in connection with the Saskatchewan College, Moose Jaw, on Feb. 19; the retirement of T. E. Perrett from the Principalship of the Provincial Normal School to become Superintendent of the Regina Public Schools and appointment of R. A. Wilson, M.A., Ph.D., to succeed him; the creation of the position of Superintendent of Education and appointment of D. P. McColl, M.A., to undertake the work with A. H. Ball, M.A., succeeding him as Deputy Minister of Education; the retirement of E. B. Hutcherson as Superintendent of Regina Public Schools. Regina College (Methodist) was formally opened by H.R.H. the Governor-General

on Oct. 14 and in the Address presented it was stated that the institution was without religious test and that the building thus dedicated was a central teaching and administrative building—later on others would be erected. The systematic study of Music with a full Conservatory Course was one feature; manual training, agriculture and engineering were also taught. The building cost $375,000. In March, prior to this the Principal, Dr. W. W. Andrews, resigned and on Mch. 14 the annual Report presented by F. N. Darke, Chairman of Directors, showed finances and attendance alike to be flourishing. Rev. F. W. Bates was appointed to the Chair of Physics and Agriculture in July.

General Elections: Liberal and Conservative Platforms

The Elections of 1912 were, from the Liberal standpoint, based largely upon the prosperity and progress which had attended the Scott Government in its administration of affairs and upon the claim that where these things were lacking the fault was due to the Dominion Government's refusal to grant Reciprocity. In the preliminary part of the contest and before the writs were actually issued the Hon. J. A. Calder, Acting-Premier, led his Party and on May 23rd at Swift Current delivered an elaborate speech in which the lines of policy were clearly defined. The strenuous work done by Mr. Premier Scott for years, the consequent break-down a year before this time and his absence on a mission of health and recuperation were first dealt with and a promise made that he would return to share in the coming fight. Mr. Calder then presented the chief issue to be considered: "This is not going to be a fight between Mr. Scott and Mr. Haultain; but all the forces of the Dominion Government and high tariff party will be thrown against the people of Saskatchewan. We know it. . . . You have only to go out into any part of the Province—ask the man on the street—and ask what is going to be the chief question of the campaign, and you will receive this answer: Reciprocity or the question of markets."

He then expressed fears as to the coming Election being the most corrupt in the history of Western Canada; stated that both Parties were now united on the question of obtaining control of Provincial lands; reviewed the Government's Railway and Elevator policies and Government ownership and the Telephone record; promised large expenditures on Good Roads ($1,500,000 in the coming year) and stated that Mr. Scott thought they should go as high as $10,000,000; advocated "cheap money" with a preliminary full and official inquiry into the method and plan to be adopted; described the demand for transfer of School lands from the Federal to Provincial authorities as involving a possible sale by the Province of 3,000,000 acres in the next ten years at $10.00 an acre and the Provincial revenues as increasing in six years by $2,292,557 or 149 per cent. and the population 100 per cent.

To the Winnipeg *Free Press* on May 6 Mr. Calder said: "The issue in the Election will be the trade question. It is essential to the future prosperity of the grain growers of the Province that the markets of

the south should be opened to them." The Acting-Premier commenced a vigorous campaign in June and wound up at Wolseley with Hon. Frank Oliver on July 4th. Returning to Regina he described the Conservatives as using all kinds of corrupt methods to win the coming Election and stated that 50 special constables had been appointed and 300 more would be sworn in at once. "These men will be armed with the full authority of the law to arrest on sight any man who attempts bribery, corruption, intimidation or any other offence committed under our Election law. And more than that, every man caught will be given the full limit." Meantime the Hon. Walter Scott had wired on June 6th from Montreal that he was on his way home to do his part. On the 15th, Dissolution of the Assembly was announced with nominations to be on July 4th and polling on July 11th. The old Legislature had 41 Members of whom 27 supported the Scott Government; the new one would have 54 but in Athabasca and Cumberland elections were to be held at a deferred date. Mr. Scott opened his campaign at Regina on June 18th and reviewed the Government's record as to Elevators, Telephones, Labour, Railways and Roads; made several references to new lines of policy and stood by Reciprocity. The Premier's Manifesto to the Electors (June 15) was as follows:

In my judgment the time has arrived when you should be given an opportunity to go to the polls for the purpose of declaring your wishes respecting the many important questions that are now before you for decision. For this reason the Legislature has been dissolved and an Election has been called for July 11th, 1912. At the last Session of the Assembly owing to increased population it was deemed advisable to provide for 13 new constituencies with a view to giving the more recently settled portions of the Province more adequate representation in the Provincial Legislature. In my opinion no time should be lost in permitting the electors of these new constituencies to be heard through duly elected representatives in our councils at the Capital. The date for the Election has been fixed for a time when the fullest opportunity is afforded to every citizen to hear the questions of the day discussed. As Leader of the Liberal party and as the head of the Government it is my wish that our record should be fully reviewed and our policy for the future fully discussed and that the Election should be held at a season when every citizen may cast his ballot.

In a brief Manifesto such as this must necessarily be, it will be impossible for me to discuss at much length our record and policies. I conceive it to be my duty, however, to place before you for your best consideration and judgment a summary of the political situation in Saskatchewan as it appears to me at the present juncture. My Government has been in office for nearly seven years. During that period we have had to deal with a large number of exceedingly important problems, including the Elevator Question, the creation of a Provincial system of Telephones, the establishment of a Provincial University and an Agricultural College, the passing of laws in the interests of the artisan and workman, the Hail Insurance problem, Railway Extension, protection of the Public Health, creation of Rural Municipalities, organization of High Schools and Collegiates, and the erection of Public institutions and buildings, including our Legislative Buildings at Regina. The assertion has been made that the Government dare not appeal to the electors on its record. This is sheer nonsense. There is not a single problem with

which we have dealt that we are not prepared to discuss from the public platform. If there is one thing more than another that we wish the electors to consider it is our past programme of safe and sane legislation, our splendid financial position and our business-like administration of public affairs. There are several particular items of policy—present and future—which I submit to you for endorsation. These include:—

1. The expenditure of $2,000,000 annually for a period of years for the purpose of constructing a system of main highways throughout the Province—one-fourth of this sum to be charged to revenue and the balance to capital; the expenditure of this whole sum to be placed under the control and supervision of the Highways Commission, working in conjunction with the Councils of Municipalities and Local Improvement Districts, both as regards the location of necessary improvements and the best methods to be adopted to secure efficient results.

2. The immediate undertaking by the Government, or under full governmental control, of the construction of a system of branch railways so as to give the people of all parts of the Province the most direct communication to the markets of the world *via* the Hudson's Bay Route. The carrying out of this policy will necessitate the building of several trunk lines, radiating from the Hudson's Bay Railway southward, southwestward and westward to all important centres, with necessary feeders or branches through the territory lying between these radiating trunks.

3. An aggressive continuation of Branch Railway construction throughout the Province. While during the past four years the Government has made provision for 2,505 miles of new lines, it is imperative that the work of general railway construction should be rapidly pushed forward so that the settlers in every part of Saskatchewan may be properly provided with transportation facilities. In the future, as in the past, every effort will be put forth to continue our programme of rapid railway development.

4. An immediate, thorough Inquiry into the question of the best method to be adopted by the Government to enable the farmers of Saskatchewan to secure necessary loans at the lowest possible rate of interest.

5. In view of the recent almost complete failure on the part of the Dominion Government, and the Conservative Party, to carry out their pledges to the farmers of Western Canada, regarding the ownership and operation of Terminal Elevators, nothing is to be expected from those sources in the way of providing large storage elevators within Saskatchewan. Consequently my Government has concluded that it should institute an investigation looking towards the solution of this problem on a sound economic basis.

6. If, as a result of the investigation now being conducted by my Government, it is found practicable, the adoption of a policy whereby the Government will distribute electrical power generated at the Souris coal fields, to all urban communities within such area as can be served at a reasonable cost; and upon the transfer to the Province of its waterways, the adoption of a similar policy for all such areas as can be served with electrical energy generated from our water powers.

7. The completion of the necessary arrangements, now well under way, whereby a thorough and exhaustive study may be made by a competent staff of hydraulic engineers, regarding the feasibility and cost of obtaining from the South branch of the Saskatchewan River, a supply of water for those areas lying southeast of the Elbow of the said river that are in need of an increased supply.

8. In my judgment the time has come when special attention should be given to the opening up and development of the northern portion of

our Province. A Branch of Government will be created to control and administer the necessary funds which will be set aside for this purpose.

9. The early establishment throughout the Province of a series of Demonstration farms, or Experimental stations—the general policy to be adopted to be worked out by the Government in conjunction with the authorities of the Agricultural College.

10. The improvement of our school system along the line of Agricultural education in both our Elementary and High Schools, including the adoption of a practical system of school gardens and experimental plots connected with these institutions. Also the making of proper provision for the establishment of Technical schools at important centres.

11. A continuation and extension of the policy of the Department of Agriculture, looking towards the encouragement of all feasible lines of Live stock breeding and raising, with the object in view of placing the agricultural development of the Province in these respects, on a satisfactory basis. The phases of this policy to receive continued attention being: The development of dairying through Government operation of co-operatively owned creameries, and the introduction with Government assistance of pure-bred foundation stock of dairy breeds; the steady improvement of our horses through the efficient administration of a thoroughly up-to-date means of eliminating worthless sires; the placing with Government assistance, of a larger number of sheep on our farms; the distribution of good sires of beef breeds of cattle through assisted sales, and the securing of more equitable treatment of Live stock shippers from the Railway companies.

12. The creation of from eight to ten new Judicial districts, with centres at convenient points, so as to lessen the cost of litigation and to enable our people to have their legal and land titles business attended to with greater dispatch.

13. The appointment of a permanent Publicity Commission to co-operate with Municipal Councils, Boards of Trade and the Federal authorities, with a view to having all parts of Saskatchewan thoroughly and systematically advertised where deemed advisable.

14. The vigorous prosecution of the Western Freight Rates Case now before the Board of Railway Commissioners, in order that the people of Saskatchewan, in common with all the people of Western Canada, may secure a proper reduction of rates on all those lines built under Dominion Charter, such as the main lines of the G. T. P., the C. N. R., and the C. P. R., with all its branches. Being Federal Railways, the only body that can control rates on these lines is the Board of Railway Commissioners.

15. The adoption of the principle of the Initiative and Referendum and the enactment of such a law as will enable our citizens to take the fullest advantage of this democratic method of initiating and controlling legislation in the interests of the people.

16. The further extension of the principle of co-operation in every field of activity that will enable our people, working in conjunction with the Government, to find a practical solution of any of the large problems that affect their interests and prosperity. This principle has already been adopted in the case of dairies, grain elevators, rural telephones and hail insurance, and at the present moment there is every indication that the solution found for each of these problems will prove highly successful.

At the last session of our Legislature the Government submitted a Memorial which was adopted by the Assembly and addressed to the Government of Canada touching certain questions of great interest and importance to Saskatchewan. This Memorial may well be designated the Bill of Rights of our people. The measures of relief asked for from the Parliament of Canada are as follows:—(a) The removal of the exemption from taxation now enjoyed by the Canadian Pacific Railway

Company; (b) access for Saskatchewan to a port on Hudson's Bay; (c) the granting to the Province of the public domain within its limits; (d) free access to the markets of the United States for the grain products of Saskatchewan; (e) new outlets for our farm products and more particularly a speedy completion of the Hudson's Bay Railway with a line of steamers from the Bay to Great Britain. None of the matters enumerated are subjects of political controversy excepting the demand for access to the United States market for our grain products. Even the question of the public domain of the Province is now removed from the sphere of party politics. The Federal Government, which at present owns and controls our natural resources, has announced its intention of transferring to Saskatchewan its public domain. Both political parties have agreed that my Government should press for an early settlement of this question.

Mr. Haultain and his followers, with two exceptions, voted against the Memorial referred to because of its reference to the United States market. Nevertheless, none of the matters mentioned in the Memorial are of greater importance to the people of Saskatchwan. Political leaders may say what they like, the issue exists; it is made by the people themselves. Conservatives would like to believe it dead, but it is alive and must ultimately triumph. The issue embraces the entire field of wider markets, freer trade and lower tariffs. By a majority of nearly 20,000 votes our people declared for these principles last September. They were in earnest then, and unless I misjudge public opinion the severe lessons of this past season have made them more earnest and more determined to carry on the struggle for their rights. It would be idle for me to state that these issues are not at stake in this contest. The Provincial Conservative party has adopted a policy and formed an alliance that make the situation quite clear. They no longer try to conceal the fact that they look almost solely to the assistance of the Federal Government and its political machine to bring about their success. The battle cry of the Conservative party has become, 'Saskatchewan for Borden and Haultain.' This can only be interpreted as meaning, 'Saskatchewan for limited markets, restricted trade and higher tariffs.'

Our people have a splendid opportunity afforded them in the present contest to strike a decisive blow for their own rights and interests. The campaign in which we are now participating is the second engagement in the struggle between the producers of Western Canada on the one hand and the Big Interests and Monopolies of Eastern Canada on the other. Mr. Haultain and his party are responsible for this. They have created the issue by their betrayal of the People's cause last September and the utter abjectness of their present attitude towards the party in power at Ottawa. They unblushingly admit by their declarations and their conduct that they have handed over the control of their present campaign to their Ottawa masters and have thereby bound themselves for all time to come to be mere hewers of wood and drawers of water for the selfish interests that are now in control at the Dominion Capital. Mr. Haultain has told us that his main reason for wishing to be placed in office here is that he may be of material assistance in keeping Mr. Borden in power. In other words, this Province is to be a mere cog-wheel in the Federal machine. Never was a more cynical declaration of subserviency made by any Provincial political leader. And it is worthy of note that this attitude is now taken by a man who up to September 21st, 1911, persisted in posing as the champion of Provincial Rights and the chief exponent of the theory that Provincial issues and parties should be kept separate from Federal issues and parties.

In view of these facts, in view of the principles which are dear to the hearts of the great majority of our people and which are diametrically opposed to those for which the present Ottawa Administration stands,

the issue is forced upon us and cannot be shirked. A great opportunity is given to the people of Saskatchewan to make an emphatic assertion of their rights, and I am confident they will avail themselves of it. In conclusion I wish to state that I fully appreciate the confidence you have placed in me in the past. For seven years I have endeavoured to give the best that is in me to the advancement of our Province and its people. While as a result of over-work my health lately compelled a temporary absence from the Province, I am now again in your midst ready and willing to take up the burden. And should you decide to renew your confidence in my Administration it will be my privilege to continue to devote my best energies to the cause of good government for Saskatchewan.

WALTER SCOTT.

The Premier made several speeches during the campaign and toward its close (July 8) he issued a second Manifesto reviewing the Opposition arguments and declaring, practically, that the Election turned upon Reciprocity: "Why is the Ottawa Government so concerned about the Provincial affairs of Saskatchewan? Is it not plain that their concern hinges upon the question of wider markets? In this, therefore, we have the whole issue in the present contest." He claimed that his Government's record was not seriously criticized and that the fight was directed against it solely on account of Dominion conditions. "If you want wider markets, freer trade and increased British preference vote on Thursday for the Scott Government candidates. If you do not want these things vote for the Haultain party's candidates who are aided and directed by an Ottawa Government which is, in turn, aided and directed by the Eastern forces who oppose wider markets, freer trade, and increased preference." Apart from Mr. Scott, the Liberal press made Reciprocity the dominant issue and Mr. Haultain was accused continuously of alliance with Mr. Borden. The latter was described in black type from day to day as being kept in power by the Big Interests to avert Reciprocity. The Hon. Robert Rogers, Minister of the Interior, was depicted in varied forms as attempting to force Saskatchewan into line with the financial powers of the East and the changes were rung upon his Regina banquet speech in many ways. He was also accused of sending Manitoba emissaries or workers into the fight.

Meantime, what was Mr. Haultain doing? He had grown up with the country and had presided over the Territories from the earliest days of self-government till 1905; he was supposed to know the West like a book. He opened his campaign at Biggar on Apl. 15 in a speech which was circulated throughout the Province and formed the basis of Opposition advocacy and action. He commenced with the statement that "there are two kinds of quacks, one who supplies nostrums which cannot do the good that is claimed for them, and the other who tries to promise you medicines which might be good but which are not in his power to give. I have no intention of discussing Reciprocity; to give you Reciprocity is not in my power, nor in the power of anybody else in the Legislative Assembly. The Lands question is the greatest one, the main one before the Electors in this campaign, as it not only affects you and the Dominion generally, but affects the

Province financially. When the Autonomy Bills were brought down, and indeed for years prior to that, a number of us, including Mr. Scott, demanded that the Western Provinces be placed in a control of lands, timbers and minerals, equal to that of the Eastern Provinces. We wanted compensation for all lands taken by the Dominion for Dominion purposes. We wanted the C.P.R. exemption removed. Mr. Scott also held that Provincial control of natural resources was the keystone of the arch of Confederation."

Mr. Haultain then declared that when the last link of that arch was constructed, Mr. Scott wilfully assisted in keeping out the keystone. "We did not get our land but the Federal assumption was that we had 25,000,000 acres and they put its value at $1.50 per acre and immediately turned round and sold land to you at $3.00 per acre for pre-emption or purchased homesteads. They capitalized the $37,000,000 and allowed us 1 per cent. per annum under the Autonomy terms, until we reached a population of 400,000 when it was to be increased to $562,500. Since 1908, the Dominion Government has sold land, approximately, for $18,000,000 and is getting to-day, at the rate of five per cent. on land payments alone, about $900,000 per annum. Could we not have done as well in the management of our own land as the Dominion Government or the Legislature of any other Province?" The following general policy was proposed:

1. Provincial ownership and control of the public domain within the Province, including lands, minerals, timber and water, and compensation by the Dominion for all lands and other natural resources within the Province alienated by the Dominion Government for Federal purposes and including purchased homesteads and pre-emptions.

2. Provincial control of the School lands and the School Lands Fund, and the providing by the Province (on its acquisition of the public domain) of a system of homesteads and pre-emptions involving a modification of the present cultivation and residential duties with the setting apart from the public domain of an ample land endowment for the Provincial University.

3. A right-of-way to Hudson's Bay ports and the providing by the Province of railway facilities wherever they are required, including lines of railway connecting all parts of the Province with the Hudson's Bay Railway; by the construction of Provincial railways, or the acquisition of existing lines of railway; by the guarantee of bonds or otherwise; making provision in every case, where aid by guarantee or otherwise is given for (a) the acquisition of the Railway by the Province, if at any time it is considered necessary in the public interest; (b) the control by the Provincial authorities of the location, standard of construction, equipment, freight, express, passenger and telegraph rates of any such Railway.

4. To make a full and immediate inquiry into the question of developing cheap power from the North and South Saskatchewan Rivers, and also from the coal areas of the Province, with a view to the adoption of a Provincial power policy; and that in connection with this work a thorough inquiry be conducted into the feasibility of providing a supply of water for irrigation and domestic purposes in such parts of the Province as the same may be required.

5. The introduction of a Good Roads policy involving the expenditure of the $5,000,000 already authorized by the Legislature, the money to be expended and the work to be done—(1) under the general control of an independent Commission through and by the municipalities and local

improvement districts; (2) where there are no such organizations the same to be done by the Commission; this policy to be continued by a further annual expenditure of $1,000,000 for the same purposes until otherwise decided by the Legislature.

6. The expenditure through the municipalities and local improvement districts of all money voted by the Legislature for roads, smaller bridges and culverts, and which is chargeable to current expenditure.

7. The appointment of a Freight tariff Expert by the Provincial Department of Railways for the purpose of investigating and reviewing all freight tariffs and having particularly to do with the fixing of rates on coal and lumber, with a view to protecting the interests of consumers against excessive charges and discrimination, and thus tending to secure a reduction in the cost of living in Saskatchewan.

8. The inclusion of rural telephones in the Provincial Telephone system and the placing of the whole system under the control of an independent Commission.

Mr. Haultain addressed a series of meetings and was greeted in varied forms as "the next Premier of Saskatchewan." The pivotal Conservative event of the campaign was, however, the Banquet given to the Hon. Robert Rogers, Minister of the Interior, in the Regina Rink on June 10 with Hon. Dr. W. J. Roche, Secretary of State, and Mr. Haultain, as the other chief speakers. The cheers of the 1,200 guests, the phraseology of the speeches, the timing of the event, were all calculated to unite the Party in a great effort to capture the Province, to arouse enthusiasm and to start the campaign in vigour and hopefulness. It certainly did all this; but whether the skilful Liberal use of Federal intervention and coercion contentions balanced the influence thus provided was a question for politicians to consider after the event. The audience which greeted Mr. Rogers came from all parts of the Province and the Minister made certain promises: (1) to modify Homestead regulations so that a settler could build the kind of home he desired and could prove his homestead with half the amount of cultivation previously exacted; (2) to encourage the Cattle industry by issuing homestead rights for raising cattle as well as for cultivating a certain number of acres; (3) to forward in every possible way the construction of Railways and especially the Hudson's Bay line; (4) to try and keep navigation open at Fort William and Port Arthur a month later in the season; (5) the immediate construction of a large Terminal Elevator at Fort William.

Mr. Roche stated that the Scott Government had for long years opposed Mr. Haultain's policy of acquiring Provincial lands and resources and had accepted and eulogized the Laurier policy of allowances and grants in lieu of lands. If Mr. Scott was returned to power "Mr. Borden would not be right in forcing the resources upon an unwilling people as represented in the Provincial Legislature." If the people returned Mr. Haultain they would give Mr. Borden a real expression of opinion upon which to act. The Provincial Leader took the same line. There was a settlement to be made at Ottawa and what position was Mr. Scott in to make successful arrangements? Mr. Haultain followed up this affair with a series of meetings and was everywhere well received.

An incident of the Election was the charge on the Liberal side that Mr. Rogers, Minister of the Interior, had sent a lot of Manitoba political workers, some disguised as Dominion Police, to control the polls and dragoon voters with money and coercion combined; and several men were arrested and locked up before polling day by Provincial constables. On the other hand the Conservative press teemed with charges of a similar kind against Mr. Calder's 350 special constables who were denounced in bitter language and whose promised guardianship of the polls on Election day threatened to cause trouble which, however, did not develop. It was the first Election in which there had been an official printed List and the Conservatives claimed that large numbers of their supporters had been purposely left off and hundreds of alien voters added, with R. E. A. Leach of Manitoba fame, as the Liberal organizer in charge. As to Reciprocity much use was made by Conservatives of President Taft's "Adjunct" letter and *The Leader* was accused of never having published it; J. M. Scott, Liberal candidate in Tramping Lake, was accused of advocating Annexation; James Smith of Yellow Grass, J. E. Frith of Moosomin, Rev. A. B. Johnston of Nokomis, were alleged by *The Province* to be in favour of Secession; supporters of the Scott Government were charged with advertising a statement that it was not necessary to be a British subject in order to vote; the Conservatives were charged with telling ignorant homesteaders that if they voted wrong Mr. Rogers would take away their homesteads. The following was the result of the polling on July 11th:

*Constituency.	Liberal Candidate.	Conservative Candidate.	Candidate Elected.	Majority.
Arm River	Geo. A. Scott	F. H. Whitelock	Geo. A. Scott	636
Battleford	S. S. Simpson	Robert Ovens	S. S. Simpson	230
Biggar	C. H. Cawthorpe	L. MacDonald	C. H. Cawthorpe	202
Cannington	J. D. Stewart	C. E. D. Wood	J. D. Stewart	550
Canora	J. D. Robertson	W. McGregor	J. D. Robertson	315
Estevan	G. A. Bell	Henry Yardley	G. A. Bell	521
Eagle Creek	G. H. Harris	J. G. Laycock	G. H. Harris	189
Francis	W. G. Robinson	J. W. Mahan	W. G. Robinson	387
Gull Lake	D. C. Lochead	J. B. Swanston	D. C. Lochead	27
Hanley	J. W. Macneill	J. R. Hamilton	J. W. Macneill	430
Humboldt	W. F. A. Turgeon	A. D. MacIntosh	W. F. A. Turgeon	724
Kerrobert	G. H. Watson	J. M. Hanbidge	G. H. Watson	501
Kindersley	W. R. Motherwell	J. M. Toombs	W. R. Motherwell	89
Kinistino	E. H. Devline	G. H. Giles	E. H. Devline	476
Last Mountain	S. J. Latta	T. A. Anderson	S. J. Latta	656
Lloydminster	J. P. Lyle	O. H. Price	J. P. Lyle	89
Lumsden	James Russell	F. C. Tate	F. C. Tate	141
Maple Creek	N. L. Robson	D. J. Wylie	D. J. Wylie	177
Melfort	G. B. Johnston	T. C. Spence	G. B. Johnston	172
Morse	M. L. Leitch	H. M. Klassen	M. L. Leitch	328
Moosomin	A. S. Smith	E. L. Elwood	A. S. Smith	272
Milestone	B. Larson	T. J. Low	B. Larson	189
Moose Jaw City	E. C. Matthews	W. B. Willoughby	W. B. Willoughby	160
Moose Jaw Co.	J. A. Sheppard	F. W. Green	J. A. Sheppard	351
N. Battleford	D. M. Finlayson	J. A. Foley	D. M. Finlayson	225
N. Qu'Appelle	J. A. McLaughlin	J. A. McDonald	J. A. McDonald	45
Pleasant Hills	A. B. A. Cunningham	H. H. Willway	A. B. A. Cunningham	312
Pinto Creek	S. R. Moore	A. Marcotte	S. R. Moore	108
Pipestone	R. J. Phin	A. B. Gillis	R. J. Phin	24
Prince Albert	Thos. Robertson	J. E. Bradshaw	J. E. Bradshaw	321

* Note.—The following were Independent Candidates: John Gibson, Arm River; M. Gabora, Canora; A. H. Longton, Lloydminster; H. Peters, Moose Jaw City; G. A. Lerew, Vonda. None were elected and only small votes polled.

Constituency.	Liberal Candidate.	Conservative Candidate.	Candidate Elected.	Majority.
Pelly	J. K. Johnston	E. J. Johnson	J. K. Johnston	5
Quill Plains	W. H. Paulson	A. E. Bence	W. H. Paulson	341
Redberry	Geo. Langley	R. M. Pitts	Geo. Langley	494
Regina City	J. F. Bole	J. F. L. Embury	J. F. Bole	302
Rosetown	C. B. Mark	C. W. Ferry	C. B. Mark	193
Rosthern	Gerhard Ens	Geo. Braden	Gerhard Ens	128
Saltcoats	Hon. J. A. Calder	James Nixon	Hon. J. A. Calder	882
Saskatoon City	Hon. A. P. McNab	H. E. Munroe	Hon. A. P. McNab	111
Saskatoon Co.	W. C. Sutherland	W. H. Bulmer	W. C. Sutherland	422
Shellbrook	Alex. McOwan	S. J. Donaldson	S. J. Donaldson	135
Souris	R. Forsyth	J. J. Heaslip	R. Forsyth	34
S. Qu'Appelle	D. Railton	F. W. G. Haultain	F. W. G. Haultain	50
Swift Current	Hon. W. Scott	F. G. Forster	Hon. W. Scott	203
Thunder Creek	A. Beaudreau	A. D. Gallagher	A. Beaudreau	219
Tramping Lake	Jas. M. Scott	R. J. Speers	Jas. M. Scott	239
Touchwood	G. M. Atkinson	Wm. Brice	G. M. Atkinson	610
Vonda	A. F. Totzke	F. R. Wright	A. F. Totzke	722
Wadena	H. C. Pierce	J. H. Hearn	H. C. Pierce	282
Weyburn	R. M. Mitchell	G. M. Bowman	R. M. Mitchell	529
Willow Bunch	S. C. Wright	W. W. Davidson	W. W. Davidson	15
Yorkton	Thos. H. Garry	W. D. Dunlop	Thos. H. Garry	253

There were two deferred Elections. In Athabasca J. O. Nolin (Lib.) was elected on Dec. 14 by 163 votes to 40 for G. R. Russell (Cons.). In Cumberland the election took place on Sept. 21st but there were irregularities in practically all the polls and the Returning Officer declared the election null and void. W. C. McKay, the Conservative candidate, who had received a majority, asked the Supreme Court for a Mandamus to compel the declaration of either himself or T. J. Agnew the Liberal, as elected. Other incidents in the final issue were the close call of Mr. Haultain who was opposed by a Grain Grower with Reciprocity as his platform; the defeat of Dr. Elliott in Moose Mountain, H. H. Willway in Pleasant Hills, A. B. Gillis in Pipestone, which removed three prominent Opposition members from the House; C. E. D. Wood, E. L. Elwood, K.C., J. F. L. Embury, K.C., were well-known Conservatives who met defeat; the Liberal majorities were as a rule very large—Messrs. Calder and Turgeon heading the polls in this respect. G. B. Johnston, the Conservative Member who turned Liberal upon Reciprocity was elected in another constituency; S. R. Moore, a former supporter of Mr. Haultain was also elected. Immediately after the Election the Premier left for the South to recuperate. Mr. Haultain expressed disappointment at the result and said that for the first time since 1905 he really had hoped to win. The official figures of the popular vote showed, approximately, 48,014 Liberal, 34,659 Conservative and 1,268 Independent votes polled.

The 1st Session of the New Legislature

The 1st Session of Saskatchewan's third Legislature was opened by His Honour, George W. Brown, on Nov. 14th with a Speech from the Throne in which reference was made to the great and general prosperity prevailing; to the recent visit of the Duke and Duchess of Connaught and Princess Patricia and the opening of the new Legislative Buildings; to the success of the Province at the Dry Farming Congress at Lethbridge where Saskatchewan had carried off the Trophy for the best exhibit made by any State or Province as well as a number of individual prizes of which many were in the first rank; to the completion of the College of Agriculture Building and the value

of the work done by its staff; to the success of the Saskatchewan Co-operative Elevator Co.; to the Government's "concerted and organized effort" to better the main roads of the Province; to the serious condition of the Live-stock industry and the necessity of dealing with it; to the question of the present cost of loans to farmers and the Government's proposed inquiry into the whole subject; to the question of taking some action towards the establishment of internal storage elevators; to several important measures which would be presented to the House. The need for action in respect to control of Lands and resources was also stated.

The Address was moved by S. J. Latta of Last Mountain and E. H. Devline of Kinistino after John Albert Sheppard, Member of the House since 1905, had been elected Speaker. W. B. Willoughby of Moose Jaw, a new Member of the House, replaced Mr. Haultain as Leader of the Opposition with its six members. In speaking during the ensuing debate Mr. Willoughby deprecated the method of Road expenditures; disliked the unnecessary multiplication of offices in respect to the new Cabinet appointments; supported the "Cheap Money" idea even without an official inquiry; suggested that, in view of the Election issue, the Government must surely intend to introduce a Bill for Reciprocity in natural products! During the next few days much was said about the changes in the Election Act at the last Session and, as alleged, in the oath taken by voters. The Opposition contended that there had been power given to prepare the Lists without question or oath, that thousands of names were thus added, and many others removed. The Liberal speakers claimed that no change was made in the Oath.* F. C. Tate and J. E. Bradshaw moved an Amendment to the Address regretting that no reference had been made by His Honour to many of the important pledges made by the Premier in his recent Manifesto to the Electors. This was rejected and the Address passed on Nov. 20th. On Nov. 25th Mr. Premier Scott moved a long Resolution in the House based upon the report of a speech by Hon. Robert Rogers at Montreal on Sept. 2nd in which the Minister of the Interior was stated to have said that in the Provincial Elections the Government appealed to the alien vote and had removed the clause from the Oath which compelled a man to state that he was a British subject.

Mr. Scott asked for the fullest investigation of these statements by the Select Standing Committee of the House. The Opposition proposed a Commission of Judges but this was defeated and then upon Mr. Calder's suggestion the subject was referred to a Select Committee composed of J. F. Bole, W. H. Magee, and J. W. Macneill (Liberals)

* NOTE.—The Election Act had been amended by the addition of two clauses in connection with the proposed printed Lists. (1) "Each Registrar shall make lists of the persons entitled to vote in the Electoral division for which he is such Registrar distinguishing between and making a separate list of those entitled to vote in the respective polling sub-divisions thereof; (2) In respect of each polling sub-division the Registrar shall entertain only such applications to have names added to or struck off the List as are made to him at the sittings held by him in respect of the said polling sub-division as provided in the said Proclamation."

and F. C. Tate and J. E. Bradshaw (Opposition). This was approved and an early Report asked for. Mr. Bole was afterwards chosen as Chairman. The subjects of inquiry were specifically stated a few days later and included not only the statement in Mr. Rogers' speech but a contra allegation that the Dominion Government "by unconstitutional and illegal methods" participated in the Elections. A telegram was sent to Mr. Rogers notifying him of the Committee's appointment and inviting his co-operation and attendance at the Inquiry. The Hon. Dr. Roche was, also, asked to testify. In this connection the Regina *Province* on Dec. 2nd described the Select Committee Inquiry as a farce and advised the Ottawa Ministers "to treat it with contempt." The Premier and Attorney-General promptly characterized the article in the House as deserving of censure. It was discussed on the 3rd and on Dec. 5th the Premier introduced and carried by 30 to 2 a long Resolution describing the editorial as a libel upon the House, and the Members of the Select Committee, and an infringement of the most important privileges of the House. On the 6th Mr. Bradshaw announced his retirement from the Committee on account of certain comments in the Regina *Leader* and because he did not think a fair decision could be reached. Mr. Tate also retired and the Opposition declined further representation.

The other Resolutions of the Session included one presented by W. C. Sutherland and carried unanimously which declared "that the Parliament of Canada should appropriate annually for a period of years a sufficient sum of money to enable each of the Provinces to improve and extend its educational system so as to suitably provide for Technical training and education; that the moneys appropriated by Parliament for this purpose be granted to the several Provinces of Canada on the basis of population; that each of the said Provinces be required to enter into an undertaking to the effect that any grants thus received shall be expended solely for the purpose for which it is voted." W. G. Robinson moved on Dec. 5th a Resolution urging the Dominion Government to grant free entry into Canada of lumber, gasoline and oils, a reduction of the duty on cement and farm machinery, and an immediate increase in the British preference. Mr. Willoughby, for the Opposition, moved in amendment that no tariff changes should be made pending the submission of a Report by the proposed Tariff Commission. He declared himself a moderate Protectionist and opposed to Reciprocity. Mr. Motherwell, Minister of Agriculture, stated that the farmers of Saskatchewan had this year lost $6,000,000 through not having access to the American market for their flax, wheat and oats, while the duty and excess price of implements was held to have cost the farmers another $8,000,000. The Amendment was defeated by 25 to 3 and the Resolution carried by 28 to 2.

On Dec. 11, Hon W. F. A. Turgeon delivered a strong attack upon the Dominion Highways Act at Ottawa and proposed a Resolution declaring it to be "an attempt to usurp the jurisdiction of the Provincial Legislatures" and an indirect proof that the present Federal

Subsidies were not considered large enough by even the Federal authorities. After a vigorous debate it carried on a Party vote. A Resolution was moved by J. E. Bradshaw on Dec. 16 that "in view of the marked progress being made on the Continent of America by the movement in favour of Equal Franchise, this House hereby signifies its approval of the extension of the franchise to women." The debate was interesting and the motion was supported by F. C. Tate, D. J. Wylie and Hon. G. Langley, who, however, with Hon. Mr. Motherwell, thought women should show a desire to have the franchise before it was dealt with. The debate was adjourned and the matter did not come to a vote during this Session. The House adjourned on the 16th until Jan. 3, 1913, and was finally prorogued on Jan. 11 after passing 72 measures. During the Session Mr. Scott kept one Election pledge by introducing and carrying a Direct Legislation measure in which the two chief clauses may be briefly summarized as being the first of the kind in Canada:

1. *Referendum.* No Act of the Legislature, except those dealing with the granting of supply, shall come into force for 90 days after the close of the Session in which such Acts are passed, unless a contrary intention is expressly declared. When it is intended to bring any Act into operation without waiting for this period, a two-thirds majority of the members is required. During these 90 days after the close of a Session, a petition which must be signed by a number of electors, not less than five per cent. of the total votes cast at the last general election, may be presented to the Legislature. The Act or part of the Act to which exception is taken must then be submitted to a vote of the people.

2. *Initiative.* When it is desired to exercise this privilege the petition must be signed by a number of the electors not less than eight per cent. of the total number of votes cast at the last general election. The petition, accompanied by a copy of the proposed Act, may be presented to the Legislature at any time before the expiration of the time provided for the presenting of petitions and the Act be passed by the Legislature, without any amendment which would substantially alter or change its meaning, and be submitted to a vote of the electors. This is to be the procedure in every case, except that no Act touching any grant or charge upon the public revenue, and also no Act which in the opinion of the Attorney-General affects matters outside Provincial jurisdiction, may be proposed.

Before coming into effect, however, the Act itself had to be approved by the popular vote. Other measures included one putting all matters pertaining to the construction and maintenance of Highways—road-building, bridge work, surveys and ferries—under control of the Highway Commission; another placing all heating boilers of over 20 horse-power under Government inspection and authorizing the Minister of Public Works to order the investigation of explosions. A Surveys Act placed surveying under Provincial law and empowered the Dominion authorities to make re-surveys in the Province; the School Act was amended to provide in large School Districts for the conveyance of children to and fro and to compel the minority in a Separate School District to support their school and the ratepayers of the majority faith to support theirs; the School Assessment Act provided that in

village and town districts the land lying outside the limit of the town or village should be assessed at its unimproved value with improvements and personal property exempt; the Rural Municipalities Act was amended to permit Councils to borrow on behalf of the School Boards a sum up to 60 per cent. of the estimated revenue of the current year.

The City Act amendments left the "one man, one vote" matter optional to each City, provided for pensions, when approved, in the case of policemen or firemen, forbade bonuses to industries further than by granting a site and exemption from taxation, made the City poll-tax permissive in application, provided penalties for unpaid municipal taxes and confiscation of property after a certain period of lapse. A Local Improvement District was permitted to become a rural municipality and the Assessment Act was changed to tax the value of the land instead of being the same on poor and fertile lands; the Hospital limit of demand upon municipalities was increased from $1.00 to $1.50 per patient. The Liquor Act amendments were important and were intended to limit the number of licenses to be issued to hotels and to wholesale establishments; to elevate the standard of hotel accommodation; to facilitate the enforcement of efficiency and good order in hotels and to prevent abuses of the law by hotel-keepers; to render escape from liability through technical defences more difficult; to add to the powers of license inspectors and officials in dealing with persons selling liquor without a license; to remove doubts upon questions of right, jurisdiction, etc., by more complete definitions.

A new Weeds Act was passed, the Game, and Wolf-Bounty, and Brands Act, were amended; the Corporations Act was changed in the taxes to be paid and the Rural Telephone Act altered considerably. In the latter matter subscribers were permitted to issue debentures for construction of lines to be repaid by levying a tax on all lands past which the line ran and irrespective of whether a telephone was installed on the land or not. Vacant lands were taxed for their share of the cost while lands on which a telephone was installed, in addition to this, were to pay for the cost of constructing the branch lead from the main line into the house. These taxes were to be collected by the municipality in the same manner as regular municipal taxes but were only to be applied for the repayment of debentures.

The Regina-Moose Jaw Interurban Railway Co.; the Presbyterian Theological College of Saskatoon; the North Battleford Club and the Commercial Club of Regina; the Assiniboia Trust Co., British Western Trust Corporation, Dominion Trust Co., the Security Mortgage Co. of Saskatoon, the Trust & Loan Co. of Western Canada, the Western Prudential Trust Co., and the Empire Mortgage Trust Co.; were all incorporated. An Agreement between the G.T.P. Branch Lines Co. and Regina respecting right of way, construction of a station and divisional point, the grant of land and construction of an Hotel costing $1,000,000, was made effective; the Farmers Co-operative Supply Co. Ltd. with $100,000 capital was incorporated.

The Resources and Development of Saskatchewan

It has been stated that in 1900 one per cent. of Saskatchewan's arable acreage produced 18,000,000 bushels of grain; that in 1910 15 per cent. of this acreage produced 212,000,000 bushels; that in 1921 the Province might very well produce 500,000,000 bushels! The crop of 1911 was a great problem in the matter of transportation; that of 1912 was larger in bulk but the difficulties in shipment were much less. The Provincial Department of Agriculture estimated the yield of the 1912 grain crop at a total of 228,466,154 bushels or an increase of 15,755,801 over that of 1911. Wheat was stated at 105,993,095 bushels or 19·6 to the acre; Oats at 101,476,079 bushels or 41·8 to the acre; Barley at 7,870,123 bushels or 29·4 to the acre; Flax at 13,126,857 bushels or 11·8 to the acre. At the close of the year the Department valued the production at $128,343,160 as compared with $119,170,523 in 1911. The Federal estimate of values was $152,239,000. The harvesting of this huge crop was no easy matter. In September the Government estimated that 10,000 more men were needed although 15,000 had already come to help in the work. The shipping of it was another problem which, owing to the great exertions of the Railways, went along much more smoothly than ever before.

The Live-stock of Saskatchewan in 1911 numbered 1,195,400 horses, cattle, sheep and swine compared with 1,105,136 in 1908. As to this industry President R. Sinton of the Winter Fair Board said, on Mch. 8, that it "has always been closely identified with the general agricultural development, one of the breeds alone, that of horses, being called on to supply about 400,000 animals valued at $80,000,000, to furnish motive power for the farms and accessories to agriculture." Land values had steadily bettered and the latest official figures indicated prices of improved lands in crop divisions of the Province as running from $12.65 up to $33.50 an acre and of unimproved lands from $9.55 up to $32.00 an acre. In other matters, according to Provincial publications, the number of farms in 1901 was 13,380 and in 1909 81,303. The number of grain elevators and warehouses in 1901 was 111, and in 1910, 909. The capacity of grain elevators in 1901 was 2,978,000 bushels and in 1910, 26,465,000 bushels. The number of School Districts in 1901 was 453 and in 1910 2,251. There were upwards of 1,000 Post Offices in the Province; the newspapers numbered over one hundred; and there were nearly 300 branches of chartered Banks.

In Minerals the value of production in 1911 was $636,706 and in 1912 $909,934; the actual resources in coal were so great as to almost defy estimate. R. O. Wynne-Roberts, the Government investigator into the coal-fields of the Province, accepted in his Report the statement of the Commission of Conservation stating that there were 7,500 square miles and 20,000,000,000 tons of lignite in Saskatchewan, and proceeded: "There appears to be in the neighbourhood of Estevan several lignite deposits down to a depth of about 600 feet; whether such layers extend into other parts of the Province it is hard to say,

but it is probable they do. The production of lignite in Saskatchewan was 204,000 tons in 1911 and in Germany 80,000,000 tons. The use of lignite in this Province has not yet become extensive. One of the principal consumers is the Robin Hood Mill Company where a new type of furnace will shortly be installed to consume it. Estevan power steam plant is run on lignite. The Rouleau electric plant is operated by means of producer gas from lignite. Lignite is occasionally consumed at the power plants in Regina and Moose Jaw. The efficient consumption of lignite for raising steam is dependent on the furnaces and boilers being especially adapted for its use." Lumber had for long been an important industry of the Province and in 1911 there were 15 mills in operation. In Manufacturing progress had been slow but steady. The 1910 Census showed 173 factories and 3,250 employees as against 80 factories and 1,444 employees in 1905, a Capital of $7,019,951 and an output of $6,332,132 in 1910 compared with $3,973,075 and $2,520,172 in 1905.

The investments of Insurance, Loan and Trust Companies in the Province at the close of 1911 totalled $61,706,652 as compared with $42,707,541 in 1910; the number of cities, towns and villages on Feb. 29, 1912, were 273 as against 82 in 1905; the Federal figures of Railway mileage were 3,753 with 791 miles under construction on June 30, 1912; the Homestead entries in 1910-11 were 25,227 and in 1911-12 20,484; the population was 492,432 in the 1910 Census as against 91,279 in that of 1900—an increase in the decade of 439·48 per cent.; the Clearing-house figures in 1912 for Regina, Saskatoon and Moose Jaw were $294,716,462 as against $176,455,973 in 1911. The President of the Provincial Winter Fair Board elected in 1912 was Robt. Sinton; that of the Saskatchewan Sheep-breeders Association, W. C. Sutherland, M.L.A.; that of the Saskatchewan Horse-breeders Association W. H. Bryce, Arcola.

Two Incidents of the Year

Jan. 12.—The Alberta and Saskatchewan Fisheries Commission report to Hon. J. D. Hazen, Minister of Marine, that the Lake Fisheries are becoming increasingly valuable with the increase of population; that freezers and ready means of transport and distribution are needed; that large commercial companies have already exploited some of the Lakes and have fished recklessly and without regulation, so that effective laws are urgent, and enforcement absolutely necessary.

Feb. 13.—A Committee of the Canadian Senate composed of Messrs. W. C. Edwards, (Chairman) Hewitt Bostock, F. M. Young, J. P. B. Casgrain, P. Talbot, J. K. Kerr, F. P. Thompson and D. Gilmour (Liberals), and George Taylor, G. F. Baird, A. C. Bell, R. H. Pope (Conservatives), is appointed to examine into the incidence and nature of taxation in the several Provinces of the Dominion, into the loss or gain sustained by the failure to secure access to the markets of the United States, and as to the course of Interprovincial trade, with power to send for persons and papers and to examine witnesses under oath and report from time to time. Evidence was submitted on Mch. 29—chiefly on Reciprocity and Western Tariff conditions—as a sort of Interim Report.

IX.—PUBLIC AFFAIRS IN ALBERTA.

Administration: Bye-Elections and Political Conditions

The Hon. A. L. Sifton, Premier of Alberta, had a somewhat difficult position to fill during this year. There were changes in his Government, bye-elections of keen and rather bitter character, controversies as to the Alberta and Great Waterways Case—which are treated separately—and a pending general election which, however, did not come off in 1912. To the press in Winnipeg (Feb. 20) on his way to Ottawa Mr. Sifton stated that the Provincial Telephone system was working out well and that the programme for the year included construction of over 3,000 miles of rural lines; 500 miles of long distance lines over new routes and about 700 miles additional circuits on existing long distance routes; also a number of new town exchanges as well as extensive additions to existing exchanges. The estimated new expenditure was $2,000,000. It may be added that the lines had already been extended until the system comprised at this time about 4,000 miles of long distance line, touching 270 points, 4,800 miles of rural line supplying 5,000 subscribers, 120 exchanges carrying 12,000 subscribers, and representing a total investment of about $3,800,000.

Mr. Sifton returned from the East on Apl. 29 and reported a great rush of settlers, satisfactory arrangements for Railway building and various contracts let. He stated that every effort had been made to obtain Federal assent to Alberta's control of its natural resources. On May 4th the long-expected changes in the Cabinet were announced. The Premier had for some time been holding the Portfolios of Public Works, Telephones and Railways as well as the Presidency of the Executive Council and it had been known for sometime past that the difficulties existing between him and Mr. C. W. Cross had been removed. It, therefore, created little surprise when Mr. Cross headed the list of new appointments which also included Malcolm MacKenzie of Macleod, a Member of the House since 1905; Charles Stewart, a farmer of Killam, and J. R. Boyle, K.C., a Barrister of Edmonton. The re-organized Government was as follows:

Premier and Minister of Railways and Telephones	Hon. Arthur Lewis Sifton, D.C.L., K.C.
Attorney-General	Hon. Charles Wilson Cross, K.C.
Minister of Public Works	Hon. Charles Richmond Mitchell, K.C.
Provincial Secretary	Hon. Archibald J. McLean.
Minister of Agriculture	Hon. Duncan Marshall.
Provincial Treasurer	Hon. Malcolm MacKenzie, M.A., K.C.
Minister of Education	Hon. John Robert Boyle, K.C.
Minister of Municipal Affairs	Hon. Charles Stewart.

The Bye-elections were announced for May 27th and included also a writ for Cardston where J. W. Woolf, who for the past year had been residing in Nevada, U.S., resigned his seat. The ensuing elections were keenly contested especially in Edmonton where the Conservatives

nominated A. F. Ewing, their candidate in 1908 to contest the Seat with Mr. Cross. He at once issued an Address describing the Attorney-General as for years the "ruling force" in the Rutherford Government and as chiefly responsible for the A. & G. W. embroglio. "The Hon. A. L. Sifton was called to form a Government to extricate the Province from the consequences of this legislation, and without a general election he proceeded to cancel the Contract and to appropriate the proceeds of the sale of the bonds of the Company to the general revenue of the Province. Saving the lawsuit which is following in its train, the Alberta and Great Waterways passed into history as an episode which made the Province the laughing-stock of the other Provinces of Canada and seriously impaired the credit, and damaged the good name, of this Province at home and abroad." Mr. Ewing went on to criticize the return of Mr. Cross to the Cabinet and to say that Edmonton wanted in the future "progress and not politics." Much was made, also, by the Conservatives of the Calgary *Albertan* (Lib.) and its criticism on May 8th of the new appointment.

As Mr. Cross had a majority of 1,600 in 1908 and was a man of great ability and political resourcefulness, it was obvious that chances were much against Mr. Ewing. The Attorney-General held his first meeting on May 8th and said little about the personal element except that he thought it his duty to accept the position and would work to make Edmonton a second Winnipeg within a few years. He would endeavour to find further means of taxing the C.P.R.; expressed regret at the recent Privy Council decision in that respect and thought these appeals should be abolished; eulogized the Telephone acquisition of the Rutherford Government and presented a Railway map showing the coming construction in Alberta. "Had Western Canada instead of Eastern Canada been the most thickly populated part of the Dominion during the past 20 years, I have no hesitation in saying that the population of Canada to-day instead of being 7,000,000 would be 20,000,000. I join the Sifton Administration because I want a City at Fort McMurray, and on Peace River, and at Athabasca Landing, and at Vermilion to the north, and I want to see these four cities in the next few years with a population each of 10,000 or 15,000 and Edmonton with a population of 150,000."

Mr. Ewing in the succeeding campaign made much of the A. & G. W. affair; in fact it was the pivotal basis of attack combined with the claim that the election was a matter of Mr. Cross and not one of party or politics or development. As to the latter point Edward Michener, the Opposition Leader, said on May 21st: "The Government has not measured up to its responsibilities. In all parts of the country the crying need is for transportation, both by the construction of railways and of trunk roads. Our policy is that the Government assume the credit of the Province and build lines and not wait for the Railway companies." Mr. Michener spoke in other constituencies and on May 23rd told the Edmonton *Journal* that it would be well for people to remember that the opposition in the Legislature to the A. & G. W. arrangements was from 3 Conservatives and 14

Liberals—the latter led by Mr. Boyle who was one of the new Ministers. During the fight Mr. Ewing was encouraged by the help of some Liberals and by the declaration of the Edmonton Liberal Association that, as an organization, it was not sharing in the contest. At its close he expressed grave fear of illegal votes being cast by outside voters, brought into the City for the purpose, and wrote open letters to the Attorney-General and Mayor demanding protection at the polls.

Meantime, one of the Attorney-General's meetings had been addressed by Mr. Sifton who, however, spent two or three weeks campaigning in the outside constituencies. Mr. Cross made several able speeches and had the substantial aid of A. G. MacKay, K.C., the former Liberal Leader in Ontario, who at a great mass-meeting on May 21st dealt with Railway construction in vigorous terms and portrayed the outfits and 7,465 men actually working on the Railway lines of the Province. On May 27th the result showed a clean sweep for the Government but with some reduced majorities. In Edmonton Mr. Cross was elected by 3,763 to 3,207 with 413 votes for the Independent candidate (J. R. Knight); in Sedgwick Hon. C. Stewart was returned by 2,018 against 958 for H. A. Blair (Cons.); in Claresholm, Hon. M. MacKenzie had 651 to Dr. McMillan's 637—a narrow escape from defeat; in Cardston Martin Woolf (Lib.) was elected over J. F. Parrish (Cons.) by a majority of 139. In Sturgeon the Hon. J. R. Boyle was successful over A. Williamson Taylor (Cons.) by a good majority. Mr. Ewing issued a statement declaring that the Edmonton result was due to "a large army of unqualified voters," and a petition was filed protesting the Election and asking for the disqualification of the victorious candidate. There were 23 charges of varied kinds of political corruption. The matter dragged on throughout the year. Mr. Cross appealed against the protest but Mr. Justice Scott on Oct. 16 dismissed the appeal and the case went over into the new year. A protest was also filed against Mr. MacKenzie's return but on Nov 13th it was dismissed with costs by the Supreme Court.

Meantime the Premier had attended the Dry Farming Congress at Lethbridge on Oct. 21st and then left for the East and England to arrange certain Provincial financial matters. In Ottawa on the 31st Mr. Sifton told the press that "What Alberta most desires at the present time is more railroads, more men, free access to the handiest and most profitable markets, and control of her natural resources." In London on Dec. 3rd he spoke at a Royal Colonial Institute luncheon and dealt with the Railway construction of the Western Provinces as costing about $400,000,000 with $100,000,000 more in various Government undertakings—nearly all of which had come from London. To *The Standard* of Dec. 16 the Alberta Premier described Alberta as the "wonder child" of Canada occupying a greater area than any country in Europe except Russia, with splendid climate, fertile soil and rich mineral resources. During this visit an Alberta Loan of £1,000,000 10-year 4 per cent. bonds was placed on the market and was underwritten through Lloyds Bank at 97. It was intended to carry out improvements and additions to the Telephone

service and other public utilities. Seventy per cent. of the Loan was left with the underwriters. On Dec. 7th Mr. Sifton was in Paris and spoke at a British Chamber of Commerce banquet.

In various branches of public work during the year there was progress. Mr. McLean, Provincial Secretary, stated on Aug. 8th that the experiment of giving the prisoners farm work to do at Lethbridge Gaol had proved successful and that in connection with a new Prison to be established, probably at Fort Saskatchewan where the Government owned 200 acres of land, a similar system would be followed. The Automatic Telephone system which had been in use in Alberta for some years was also said at this time to have worked satisfactorily. Mr. Stewart, Minister of Municipalities, had to deal with much organization work during the year. He visited many parts of the Province in connection with the new Rural Municipalities Act and stated on July 29th that 65 districts had appealed for permission to take a vote upon the question of organization. The Act passed in the last Session of the Legislature had given Local Improvement Districts power to apply for incorporation as Rural Municipalities with wider powers. By September 108 petitions had been received and 18 new Municipalities organized. On Sept. 11 it was stated that the Alberta Government had accepted its share of the Federal Subsidy to Agriculture amounting to $26,094. Another development of the year was the Government organization of several rescue stations in connection with the Coal mines and preparations for more in 1913. The idea was to organize and train men for any sort of emergency and have them available in case of accident.

Mr. Marshall, Minister of Agriculture, at Macleod on Mch. 1, dealt with the necessity for mixed farming, the success of the movement in Southern Alberta to that end, the desire of the Government to help it. "We know," he said, "that if the farmer goes into mixed farming he will be depending upon his market, and if the Government find that agricultural interests are injured by middlemen paying prices that are out of proportion to the prices they obtain from the consumer, the Government will take a personal interest and take steps to assure the farmer proper treatment. We hope," he continued, "before the summer is over to have seven Experimental farms in operation in the Province. We shall soon have a herd of dairy cattle on each one of those farms which will be operated along the general lines of mixed farming. The Department will also build three Agricultural schools during the present Summer."

In September, Mr. Marshall visited the Ontario Agricultural College at Guelph and also made a trip to Chicago. Upon his return he stated that 49 additional head of dairy shorthorns, besides some brought up from Ontario in the summer, had been purchased. "When these cattle arrive in Alberta," he added, "we will have in this Province the best herd of dairy shorthorns on the continent of America." He went on to say that Alberta had done four notable things this year. "An Alberta farmer—Mr. Holmes, of Magrath—won the sweepstakes against the world, for the best bushel of wheat at the Dry Farm-

ing Congress; Mr. Downie raised and fed a carload of steers that took first place in the old beef-feeding Province of Ontario; a dairy cow, bred and raised in Alberta, belonging to C. J. Sharman, Red Deer, ranked in first place as a butter producer in the British Empire; and George Lane has topped the Chicago market for grass-fed steers off the Alberta range." On Dec. 26th it was announced that three Provincial Agricultural Schools would be ready within a year for the reception of students—at Olds, Vermilion and Claresholm respectively.

The Report of the Minister of Public Works for 1911 (dated June 1, 1912) showed the construction of 265 timber bridges in the Province, 11 steel bridges, and 72 bridges repaired, during that year, with 44 Ferries under operation. The Provincial Secretary (Mr. McLean) visited the Peace River Country in October. He went from Athabasca Landing to Grouard by boat, traversed the trails north to Peace River Crossing and visited Dunvegan, Grande Prairie City, etc. An incident of the year was the appointment on Feb. 17 of a Commission to inquire into the Mining laws of Alberta with Wm. Baden Powell of Calgary, Walter Floyd McNeill, Calgary, and J. T. Stirling, Government-Engineer, of Edmonton, as Members. In connection with the Sifton Government's legislation imposing the Single Tax upon Land values in incorporated towns and future rural municipalities there was much discussion in Opposition papers as to the theory and application of the measure—the Edmonton *Journal,* Calgary *Herald* and Lethbridge *News* publishing a series of critical articles. In them, Claresholm, Stettler, Leduc, Tofield, Nanton, Edson and Ponoka were stated in varied detail to suffer from the new law and were alleged to be typical towns in this respect. This was denied and the experience of Edmonton, Calgary and Macleod quoted on the other hand.

Meanwhile, and apart from the Bye-elections, the Conservative Opposition had been doing its best to impress public opinion. A Provincial Convention of the Party was held at Calgary on Mch. 6-7 with 400 Delegates in attendance. Wm. Georgeson presided and addresses were given by Mr. Michener, Harold W. Riley, A. F. Ewing, T. M. Tweedie, J. D. Hyndman and W. A. Griesbach. A Resolution moved by Mr. Griesbach declared that "so soon as a Conservative Government is returned to power the books and affairs of this Province shall be investigated and audited by capable and independent auditors"; and another declared that "the Homestead regulations should be altered in so far as they are applicable to brush and timbered country to permit of the granting of patents to homesteaders on 15 acres of cultivation, instead of 30 acres as at present." Confidence was declared in the Dominion and Provincial Leaders. Mr. Borden was elected Hon. President of the Alberta Conservative Association and M. S. McCarthy, Calgary, Hon. Vice-President; Wm. Georgeson, Calgary, was elected President, J. R. McIntosh, Edmonton and R. R. Davidson, Lethbridge, Vice-Presidents; with J. D. Hyndman, Edmonton, Lieut.-Col. F. C. Jamieson, Strathcona, W. C. Craig, Vermilion, John Carswell, Red Deer, J. F. McDonald, Calgary, R. L. Staunton,

Pincher Creek, and Nelson Spencer, Medicine Hat, as District Vice-Presidents. An elaborate platform was constructed of which the planks may be analysed as follows:

1. The immediate construction of Railways where there are no facilities or where competition is imperative—with Government control of Traffic rates as a condition of guarantees as well as supervision of construction and retention of one-fourth interest in town sites.
2. The Liquor License administration to be detached from politics, a Plebiscite to be held on Prohibition, and, if approved by a 60 per cent. vote, the passage of an Act up to the full limit of Provincial jurisdiction.
3. The establishment of additional Land Offices.
4. Re-affirmation of the Conservative stand in favour of Provincial control of natural resources and approval of Mr. Borden's attitude in that connection.
5. The immediate Provincial construction of large interior storage elevators at convenient points, not more than 200 miles apart, to be owned and operated by the Provincial Government.
6. The declaration that Provincial experimental farms, as existent, conflicted with Dominion Government work, were unduly costly and should be replaced by an Agricultural College with such farms attached thereto.
7. Declarations in favour of Co-operative Hail Insurance legislation; the expenditure of larger sums of money on trunk roads and bridges; a drainage scheme to facilitate road building and farm drainage; the establishment of co-operative meat-packing institutions; legislation granting loans to settlers and workers at a low rate of interest; the appointment of a Water-power Commission to investigate conditions of supplying electrical power for municipal and industrial purposes.
8. Resolutions recommending the management of the Provincial Telephone system by a non-political Commission; the appointment of an Education Commission to prepare a comprehensive Provincial policy, the appointment of a Minister of Education and re-organization of the entire existing system; Labour legislation including the appointment of a Commission to investigate Mining conditions and the creation of an adequate Workmen's Compensation Act; a thorough and complete reformation of the Civil Service laws.
9. A pledge to pass into law the principle of the Initiative, Referendum and Recall.

During a visit to Victoria and Vancouver in April Mr. Michener urged the construction of Elevators at the Coast as a partial solution of Western shipment difficulties and a source, under new Panama Canal conditions, of great advantage to the Cities concerned. Speaking, with G. B. Campbell, at Stoney Plains on June 20th Mr. Michener declared that 70 per cent. of public money had been spent in the Cities and 30 per cent. in the rural parts of the Province; while 70 per cent. of the population lived in the country and only 30 per cent. in the Cities. The Provincial appointments of the year included Dr. Wm. C. Laidlaw of Huxley as Medical Health Officer for the Province in succession to Dr. L. E. W. Irving, D.S.O.; Malcolm McKenzie, M.L.A., Hon. C. W. Cross, Hon. C. R. Mitchell, M.L.A., and J. R. Boyle, M.L.A., as King's Counsel; F. D. Byers as Police Magistrate of Edmonton and R. B. Chadwick as Provincial Truant Officer; Donald Baker as Clerk of the Executive Council; Miss Mary Yeomans as Provincial Probation Officer.

The United Farmers Association of Alberta took very much the same ground on public questions as did the Grain Growers of Manitoba and Saskatchewan. The annual 1912 meeting was held at Edmonton on Jan. 16-17 with James Bower in the chair and 500 Delegates present. Amongst Resolutions carried was the following: "That this Convention is in favour of a compulsory land tax for Hail Insurance; all lands to be taxed at an equal rate and the details to be worked out by an expert Committee of the U. F. A. in conjunction with the Government"; another declared in favour of Woman's Suffrage on the same basis as men; the Initiative and Referendum was unanimously approved; the public ownership of Elevators along some such line as that of Saskatchewan was endorsed; the Dominion Government was asked to provide Terminal Elevators at Vancouver. The Provincial Government was asked to acquire and operate "adequate coal mines of sufficient capacity" to supply the people of Alberta; to see that only competent men were allowed to act as Coal Mine Inspectors. The Tariff Resolution declared that Canadian Manufacturers added the tariff tax to the selling price of the product; that they did not need protection anyway; and that "the United Farmers of Alberta protest against the tribute levied upon them by manufacturers of farm machinery and implements, cottons, woollens and cement and advocate that their members, if they must pay a tariff tax, pay it into the public treasury, and not into private pockets."

A Resolution in favour of forming an independent political party was voted down. The membership was stated to be 12,000 and the following officers were elected: President W. J. Tregillus, Calgary; Vice-Presidents, A. Cochran, Stettler, D. W. Warner, Clover Bar, M. E. Sly, Strathmore and J. Quinsey, Barons; Hon. President, Jas. Bower; Sec.-Treas., E. J. Fream. The Directors were P. S. Austen, Rangusty; G. Bevington, Spence Grove; J. R. Pointer, Strome; E. Carswell, Penhold; H. Sorenson, Strathmore; G. W. Buchanan, Cowley; W. S. Henry, Bow Island. On Aug. 14 it was announced that the United Farmers of Alberta had affiliated with the Provincial Trades and Labour Council as the Alberta Provincial Federation of Labour with J. O. Jones, Hillcrest, as President, W. J. Tregillus as one of the Vice-Presidents and L. T. English of Lethbridge as Secretary-Treasurer. The separate identity of the organizations was maintained up to the close of the year.

An important event of the year was the formal opening of the new Parliament Buildings at Edmonton by H.R.H. the Duke of Connaught on Sept. 3rd. Mr. Premier Sifton presented an Address to His Royal Highness declaring that "nowhere in the British realm is to be found a people more sincerely loyal to His Majesty the King than those who are now converting the lands of this Province from an expanse of prairie, forest and mountain into one of the richest storehouses of the Empire." With a golden key presented by Hon. C. R. Mitchell, the Duke had already opened the doors and now responded with graceful words of appreciation: "By the position you have chosen for your Legislative Building and by the graceful structure you have

erected, you have shown your sentiment of the dignity of the duties which have to be performed here." The structure cost about $2,000,000, was of imposing and beautiful architecture and stood upon an elevation which overlooked the ravine lying between Edmonton and Strathcona with a splendid view of the two united Cities.

The 1911-12 Session of the Alberta Legislature

The 3rd Session of the Second Legislature was opened on Nov. 30th, 1911, and the incidents up to the end of that year are dealt with in THE CANADIAN ANNUAL REVIEW of 1911. The adjourned House was re-opened on Jan. 22 and on Feb. 15 a Government Resolution was presented by Dr. W. A. Campbell declaring that "all the natural resources within the boundaries of the Province should at the earliest possible date be transferred to Provincial control." Mr. Michener, Opposition Leader, moved an Amendment stating that Mr. R. L. Borden, Dominion Prime Minister, had since 1905 advocated this very policy but that the people of Alberta had twice declared at the polls their preference for the cash Subsidy which was now proving insufficient for Provincial needs. "Therefore, be it resolved, that it is now desirable that the Province should receive its natural resources and public domain, and that an Election should be held at the earliest possible date to ascertain the will of the people with regard thereto." The Amendment was defeated by 23 to 7 and the original motion then passed unanimously.

Of the legislation passed during the Session much was important. The Act respecting Towns provided for all matters of government and boundaries, polling and elections, duties of Councils, Assessment, taxation and finance, highways and local improvements, and practically established Single Tax in 40 towns of the Province; a population of 7,000 was required in future before incorporation. The Rural Municipalites Act provided for and proposed to effect a general organization of Municipal Government throughout the Province with 227 Municipalities coming under its operation by the close of the year and with a mass of detail as to laws and matters of local administration. As in the Towns Act land was liable to assessment and taxation whether occupied or not. The Statute Law was amended in a number of important details—one of which increased the Departments of the Government from four to eight; the Highways and Bridges Act was amended and the Motor Vehicles Act strengthened, in its safe-guards for the public, as to carrying of lights and number-plates, licensing of chauffeurs, the rate of speed not to exceed one mile in four minutes within city, town, or village and a mile in six minutes when turning a corner, and the registration of dealers.

An Act respecting Hail Insurance provided that a Company carrying on such business must deposit $10,000 with the Provincial Treasurer and prove to his satisfaction that it could indemnify policyholders from time to time; amendments to the Liquor License Ordinance authorized the appointment of Inspectors by Municipalities which were to receive one-half of the fines obtained from convictions, imposed a fee of $10.00 upon petitions for license and specified penal-

ties for selling without a license which ran from $50 to $100 for the first offence to $100 and $200, or imprisonment, for a second offence with the onus of proof, as to nature of the liquor sold, put upon the person accused. Other measures dealt with the inspection of Boilers and provided certificates for Engineers with varied details looking to public protection; created Departments of Railways and Telephones and Municipal Affairs; amended the Railway Act and specified detailed penalties for corrupt practices at, and the trial of, controverted Municipal Elections; authorized the Provincial Treasurer to borrow the sum of $5,000,000 "for the extension of the Provincial Telephone system and the establishment and construction of trunk roads with necessary bridges thereon" at a 50-year term and 4 per cent. interest; provided for the early closing of shops, the regulation of pool-rooms, the control, licensing and regulating of theatres, entertainment halls and cinematographs with power to appoint Censors and inspect films; safe-guarded the means of egress from public buildings; amended the Medical Profession Act by instructing the Council to accept certificates from the University of Alberta and regulated, in particular, admissions to the practice of Osteopathy and Homeopathy; amended in certain details the Dental Profession Act.

The Alberta Metropolitan Railway Co. of Calgary, the Cochrane and South Western, and the Magrath Railway Companies, the Edmonton Interurban Railway Co., the South-East Calgary Electric Railway Co., the Maharg, the Bassano, the Medicine Hat, Electric Railways and the Crow's Nest Pass Street Railway Co. of Blairmore were incorporated as well as a number of religious bodies including the Disciples of Christ Missionary Society, the Alberta Sunday School Association, the Apostolic Syndics of the Franciscan Friars, La Filles de la Sagesse and the Ruthenian Sisters of the Immaculate Conception—all these being given elaborate rights to own property, etc., with the fear expressed by the Toronto Orange *Sentinel,* on Mch. 21st, that in the last mentioned case "the institutionalism of Portugal and Spain is being revived!" Special Bills dealt with important matters respecting the towns of Camrose, Macleod, Wainwright, Medicine Hat, Tofield, Blairmore and the Cities of Calgary and Edmonton. Elaborate legislation was required to confirm certain agreements between the Canadian Western Natural Gas, Light, Heat and Power Co., the Cities of Calgary and Lethbridge and the Towns of Bassano, Gleichen, Strathcona, Macleod, Granum, Claresholm, Nanton and Okotoks. The Edmonton Military Institute, the Alberta Fidelity Trust Co., the Empire Club, Edmonton, the Edmonton Country Club and the Colonial Club, Calgary, were also incorporated.

The Budget Speech was delivered by Hon. A. L. Sifton on Jan. 25th and described the Assets of the Province on Jan. 1st, 1912, as totalling $7,733,579. Included in this total was $3,724,069 expended on Provincial buildings and $300,059 on the University building at Strathcona; $1,128,546 on permanent bridges; Roads and rights of way, Demonstration farms, Loans to Creameries made up about $400,000; Interest paid on Railway bonds, at credit of Province, was

$560,185. The Liabilities were stated at $7,293,333 in Treasury Bills leaving a Surplus of Assets totalling $440,246. Telephones were not included but the Premier said that after all charges had been paid in 1911 there was a Surplus of $92,000 and that there had been a Surplus each year since the Telephones were taken over with a total on Dec. 31st of $175,000. The estimated Revenue for 1912 was $6,283,518 and Expenditures, outside of the Telephones, $5,736,798; the estimated Surplus on Dec. 31, 1912, $546,720.

Of the Expenditures $419,100 were to be devoted to Agriculture with $123,000 from Capital account; $340,000 to Interest on Public Debt; $624,320 to Education and $227,000 to Hospitals and Public institutions; $450,000 to Public Works with $2,367,058 more from Capital account; $310,620 on Civil Government and Legislation; $460,110 on Administration of Justice and $437,500 on miscellaneous matters. The expected Revenue included $1,260,722 from Dominion Subsidy and $140,000 from School lands; the balance brought over from 1911 was $1,640,983; the total estimated Revenue from all sources—including Balance in hand and Telephones—was placed at $10,893,518 and the total Expenditures, including Telephones, at $10,368,798. The indemnity to Members was to be increased from $1,000 to $1,500 and the Leader of the Opposition was to receive $1,500 additional.

Mr. Michener's criticism turned upon the absence of detail as to the sources of Provincial revenue; the need for more Ministers in direct control of Departments; the fear that the Government had discouraged C.P.R. construction in Alberta; the largeness of the Public Debt and Interest liability. He claimed that the Debt of the Province was really $15,000,000 without a Sinking Fund. In reply to questions the Premier stated that two issues of Treasury Bills had been made, one for £800,000 and the other for £1,500,000. The first issue had been retired out of the second. T. M. Tweedie (Cons.) spoke at length and worked out a deficit of $454,128. For 1911 (Dec. 31), according to the Public Accounts, the actual total Receipts were $15,454,045 of which $12,651,719 were "temporary loans effected pending sale of debentures" and $506,830 additional was from Telephones. Dominion Subsidies totalled $1,382,951, Hail Insurance Fees $104,281, Railway taxes $68,490, Succession duties $30,871, Land Titles fees $239,216. Omitting Telephones and the Loans the total was $2,803,326. The Expenditures, omitting Capital account and Telephones, totalled $3,408,127. The Legislature adjourned on Feb. 15th after passing 80 out of 93 Bills.

Alberta-Great Waterways Case: Railway Development

The complicated and long-pending case of the Alberta and Great Waterways Railway came to a head in 1912 when the Dominion Government dealt with the question of permitting or disallowing the Provincial legislation in this connection—under which the Alberta Government by special Act proposed to take over the $7,400,000 which had been borrowed on Provincial bonds (guaranteed) for the building of the above Railway and to expend the money as it saw fit. The

original Company objected to this—as they had opposed the repudiation of the Rutherford Government contract with them by the Sifton Government—and the Royal Bank, in which most of the money had been deposited, also objected until certain sums advanced ($372,000) for preliminary construction had been paid to them, out of the money, or by the Government. The result had been litigation and, obviously, complex conditions.

The Dominion Government was asked by those concerned to disallow the Act as being confiscatory and injurious to public credit as employing borrowed money for purposes different to those for which it had been obtained from the bond-holders. Counsel were heard by Mr. Doherty, Minister of Justice, on Jan. 4, with Eugene Lafleur, K.C., representing the bond-holders, Hector McInnes, K.C., for the Royal Bank, and A. J. Brown, K.C., for the Railway Company and its promoter. An elaborate Memorandum was also submitted by Mr. Sifton on behalf of Alberta in which it was claimed that the original Contract was not in the public interest, that the Company defaulted in payment of interest on bonds which was subsequently paid by the Province, and that the Act of the Legislature was wholly within its jurisdiction. In a letter, also submitted, the Premier promised payment of "every dollar *bona fide* expended in the construction of the Railway in question, including preliminary surveys and necessary supplies therefor." The Minister of Justice finally decided that the Bill should not be disallowed and this was announced on Jan. 23rd. Mr. Doherty's recommendation in the premises stated that "he is not convinced, after the very thorough discussion to which the matter was subjected, that it was prejudicial to the credit of the Dominion or not advisable in the interests of the Province to take legislative measures to prevent improvident application of these funds."

Following this Mr. Sifton stated in the Legislature on Feb. 7th that the claims made against the Government by the Construction Company and the Royal Bank totalled $3,190,001. In this the Company's claim for damages figured as $2,500,000. Meantime an appeal had been taken by the Royal Bank from the Court decision of Nov. 6, 1911, to the Provincial Supreme Court *en banc,* and was heard on Mch. 25 with R. B. Bennett, K.C., for the Royal Bank, C. A. Masten, K.C., for the Government, and Counsel for the others concerned. The appeal was dismissed on Apl. 13th and the case then went to the Privy Council where, on Dec. 10, Sir R. B. Finlay represented the Royal Bank and claimed that this legislation was a case of raising revenue by confiscation and disputed, absolutely, the validity of the Act in question. On the 12th, after hearing other Counsel, the Lord Chancellor stated that the question was so difficult, and involved such grave constitutional issues, that the Judicial Committee must take time to consider it.

A great deal of important Railway legislation was put through in 1912. The Edmonton, Dunvegan, and British Columbia Railway Co. was promised a guarantee not exceeding $20,000 per mile for 350 miles from Edmonton, through Dunvegan, to the Western boundary

of the Province running south of Lower Slave Lake—the Province to hold a first mortgage on the Railway and equipment, 50 miles to be constructed before money was advanced, 100 miles to be built by 31 Dec., 1912, and the Line completed in two years therefrom. Guarantees additional to those of preceding legislation were, by another Act, authorized to the Canadian Northern Railway Co. at $13,000 per mile for 175 miles of a Saskatoon-Calgary Line. Under conditions similar to those of the Edmonton-Dunvegan project a $20,000 per mile guarantee was authorized to the Grand Trunk Pacific Branch Lines Co. for a Railway known as the Alberta Coal Branch. Similar guarantees and authorization were given to the Canadian Northern-Western Railway Co. for a number of lines running as follows:

Location.	Guarantee per mile.	Mileage Guaranteed.
From Athabasca Landing to or near Fort McMurray.	$15,000	175
From above Line to or near Lac la Biche.....	15,000	40
From Athabasca Landing to Peace River Landing..	15,000	100
From Onoway (Canadian Northern Alberta Railway) to or near Pine or Peace River Passes...	20,000	250
From Edmonton to St. Paul de Mêtis and thence to the Eastern boundary.....	13,000	100
From C.N.R. at Brudenheim to Vermilion, Wainwright, and Medicine Hat, thence to the Southern Boundary	13,000	200
From or near Calgary, to C.N.R., running toward the Brazeau River	13,000	100
From Camrose to Eastern boundary.....	13,000	80
From Brazeau Branch, C.N.R., to Cochrane and thence to Strathcona	15,000	100
From Brazeau Branch to connect with Saskatoon-Calgary Line	13,000	130

The Act incorporating the Canadian Northern-Western Railway was amended so as to change the direction and length of certain branch lines with a proviso added that 200 miles of road be completed each year and the whole completed within five years. The bonds in all of the Acts were specified at 30 years bearing 4 per cent. interest. The Athabasca Valley Railway Co. was also incorporated (as a contracting Company) to construct from Edmonton to Fort Assiniboia on the Athabasca River. In the Legislature on Jan. 24th a letter was read by the Premier, written to him on Oct. 27, 1911, by George Bury, General Manager of the C.P.R., dealing with these rumoured plans. In it Mr. Bury said: "I trust no definite arrangements will be arrived at until we have been given the opportunity of knowing what you have in contemplation, so that lines may be built where they are most needed by settlers, and also to avoid unnecessary duplication. This Company stands prepared to build without any Government aid branch lines that are naturally tributary to our system."

When the Premier made his statement in the House on Feb. 6 as to this legislation he announced that the total Railway securities to be guaranteed covered 1,813 miles and involved a guarantee of $25,755,000. This included 1,305 miles of Canadian Northern-Western, less 150 miles revoted, and a total guarantee of $19,545,000; a Grand Trunk Pacific guarantee of $1,160,000, and Edmonton-Dunvegan of $7,000,000. The Opposition claimed that the C.P.R. was not being given a fair chance in this connection and, later on in the

year, stated that most of its large Western expenditures were being made in Saskatchewan as a result. They claimed that much of previously promised Canadian Northern construction had not been carried out and Mr. Michener, on Feb. 7th, alleged that, in 1909, 1,781 miles had been guaranteed with a Provincial liability of $25,-343,000; that the addition of the new total to this *plus* the interest liability on the bonds for 30 years would run the indirect liability of the Province up to $129,801,600! The Premier in his reply paid no attention to these conjectures but stated that 3,074 miles of Railway were now under Provincial charter and guaranteed to a total of $44,098,000. The Opposition also contended that in the Edmonton-Dunvegan legislation there was no clause compelling operation, or governing the rates, or stating whether any of the $1,000,000 capital was paid up.

In April it was announced that the contract for 100 miles of this latter line had been let while the Calgary *Herald,* at this time, stated that 800 miles of new track and grading involving $20,000,000 of expenditure would be built by the various Railways during 1912. It was announced in November that the Alberta, Peace River and Hudson's Bay Railway Co., chartered in 1910 and now backed by Lord Farrer, Rt. Hon. G. G. Wilson, M.P., Lord Vivian and a number of English capitalists, proposed to commence construction in a few months from Edmonton into the Peace River region. The Provincial Railway Department in its Report at the close of the year stated that up to Oct. 31st, 698 miles had been added to the Railways of the Province—the total mileage being 2,798 as against 2,100 on Oct. 31, 1911.

Educational Conditions in Alberta

As in Saskatchewan the Bi-lingual situation in Alberta was of interest. A discussion took place in the Legislature on Jan. 30 regarding a small grant for specially-arranged Normal School classes which gave instructions to the teachers of foreign-speaking children. A Convention of French-Canadians met at Edmonton on May 22nd and were addressed by Mgr. Legal, Bishop of St. Albert, and M. Etienne Lamy of Paris, France. P. E. Lessard, M.L.A., presided and Delegates were appointed to the French Language Congress at Quebec. The general subject was not much discussed, however, in Alberta, and as in Saskatchewan, questions of race, language and religion were largely kept out of politics. As to language the Alberta School Regulations of 1911 provided that "the Board of any District may employ one or more competent persons to instruct the pupils attending school in any language other than English"—instruction to be from three to four o'clock. In his annual Report for 1911 the Hon. C. R. Mitchell, then Minister of Education, stated that during the year 4,500 square miles had been brought under the Educational system with a total school attendance increasing from 13,619 rural pupils and 10,635 urban pupils in 1905 to 32,098 and 29,562, respectively, in 1911. As to teachers there was the usual difficulty but average salaries for 1st Class Certificated teachers had grown from $741 for males and $615 for females in 1905 to $1,028 and $738 respectively in 1911. Under

2nd Class Certificates the rate had risen from $620 and $572 to $747 and $697. The general statistics were as follows for 1910 and 1911:

	1910.	1911.
Number of School Districts	1,501	1,784
Number of School Districts having Schools in Operation	1,195	1,392
Number of Departments in operation	1,610	1,902
Number of pupils enrolled for year	55,307	61,660
Average attendance of pupils	29,611·45	32,556·76
Total grants paid to School Districts	$317,411	$377,679
School debentures authorized	$1,027,892	$1,524,707
School debentures registered	$742,725	$1,501,560
Amount expended on school buildings	$1,062,986	$1,504,852
Amount expended on Teachers' salaries	$908,045	$1,144,583
Paid on Debentures and notes—including interest	$1,001,206	$1,717,576

Mr. Boyle, the new Minister of Education, stated on July 4th that 250 more teachers were needed and 6 new schools being established each week. "The children of the foreign-born immigrant receive the same education as those of British birth and are all taught to speak English." The University of Alberta made marked progress during the year. The staff was increased from 18 to 24 and the student enrollment grew from 185 to 300 while the first graduating class of the institution totalled 20. The appointments of the year included C. A. Robb, in charge of Mechanical Engineering; J. A. Allan, B.A., Ph.D., to direct the Geological course. F. J. Lewis, D.Sc., became Professor of Biology, R. W. Doyle, M.A., D.Sc., of Physics, and Miss M. A. Keeling was appointed Dean of the Women's Residence. The University was located on a beautiful site, running along the high bank of the Saskatchewan River, with a Campus of 258 acres. Its President, Dr. H. M. Tory, left no stone unturned to make it a great institution. During the year a Department of Extension was organized.

Affiliated with it were Alberta College (Methodist) and Robertson College (Presbyterian). The former established a Methodist Ladies College in 1912 with a building costing $100,000 and proceeded with the construction of its Technical and Preparatory School for 500 students. Dr. J. H. Riddell, the Principal, stated on May 7th that the College had 103 men in residence of whom 72 were theological students. During the year the Music Department was expanded and greater facilities given in Art, domestic science and in the business course. In December it was decided to form two Separate Colleges, one on each side of the River. Robertson College, the other affiliated institution, had as its Principal, Rev. Dr. S. W. Dyde who was elected Rector of Queen's University, Kingston, during the year; received subscriptions totalling $44,500 toward the construction of a new building on the University grounds and to which J. A. McDougall, M.L.A., gave $10,000; saw its first Session close on April 20 with ten students; appointed Rev. R. A. King, M.A., D.D., as Professor of Comparative Religions and Rev. L. A. Wood, B.A., B.D., Ph.D., as Professor of Church History.

The projected University of Calgary made great progress with $500,000 subscribed by local citizens, $150,000 by the City, $25,000 given by Lord Strathcona and $50,000 worth of land received from

W. J. Tregillus. The appointment of Rev. Dr. E. E. Brathwaite as Dean was announced with three Professors. Though the Legislature refused full University powers during its 1912 Session, arrangements were made to commence building in October, a Syllabus of Courses for 1912-13 was prepared and the statement issued that the completed institution would cost $15,000,000. The Board of Governors appointed included T. H. Blow, M.D. (Chairman and chief promoter), W. J. Tregillus, J. S. Dennis, R. B. Bennett, M.P., James Short, K.C., Wm. Georgeson and H. W. Riley, M.L.A. Other incidents of the year included the opening on Jan. 8th of the new Lutheran College at Camrose with 57 students; the Report in June of Rev. Dr. G. W. Kerby of Mount Royal College, Calgary (Methodist), showing 187 registered students, Land contributions and buildings valued at $222,000 and money subscriptions of $225,000; the completion at Red Deer of a College for Young Women; a gift of land worth $150,000, near Calgary, by Mrs. A. J. McArthur to found a Western Canada Baptist College; the election of P. E. Butchart, Edmonton, as President of the Alberta School Trustees Association and of W. D. Carpenter, Edmonton, as President of the Alberta Teachers Association; the appointment of J. A. McGregor, B.A., as Inspector of Schools, Edmonton.

Alberta Resources and Development in 1912

Next to Saskatchewan the population increase of Alberta in ten years was said to have been the highest in Western America—from 73,022 in 1900 to 374,663 in 1910 or 413·08 per cent. In the year ending Mch. 31, 1912, the arrivals at Canadian ocean ports destined for Alberta totalled 17,386 while the number coming from the United States can only be estimated though C. S. Hotchkiss, Publicity Commissioner, put the total for the year from all sources at 100,000. During 1912 the farmers took an increasing interest in mixed farming and, aided by the Government, commenced the acquisition of herds of utility cattle while the raising of hogs and sheep on the big grain farms of Southern Alberta became an important adjunct to agriculture. Available estimates indicate that 151,000 cattle were handled by the Railways in 1912 of which 65,000 were used for local consumption and 37,000 sent to British Columbia. As a whole, however, the industry was still declining and the export to Great Britain had gone down to almost nothing.

The settlers had pressed in upon the ranchers and farms had replaced the wide areas of grazing land. Irrigation and the great work of the C.P.R. in particular, also contributed to the result. In this connection George Harcourt, Deputy Minister of Agriculture, said at Red Deer on Apl. 6th that Alberta was "wheat crazy." "Where mixed farming obtains the farmers meet their obligations better, the merchants are better off, and the country more successful in every way. At Macleod, where grain-growing obtains almost wholly the farmers are half a million dollars in debt to the merchants and the merchants have asked the Government to help them in some way by encouraging mixed farming." W. F. Stevens, Provincial Live-

stock Inspector, urged similar views constantly during the year. "A wheat harvest is either a feast or a famine. The farmer either makes a fortune or he loses one," said a Central Alberta Development League publication. In their rich region the wise farmer did not worry over car-shortage or elevator congestion. "His oats and barley, if not readily marketable, he can turn into milk, beef and pork, and send to market in condensed form or on foot; and this he usually does, realizing for such portion considerably more than for that marketed as grain." The Federal figures for 1911 showed 317,000 horses, 1,090,300 cattle, 179,200 sheep and 149,000 swine in the Province—a general increase over 1910. Toward the close of the year Mr. Rogers, Minister of the Interior, sent a Commission composed of George H. Pope, Winnipeg (Chairman), Clarence F. Graham, Winnipeg, and Walter Huckvale, Medicine Hat, to investigate thoroughly the conditions affecting the ranching industry of Western Canada, and see to what extent it would be advisable to amend the regulations governing the use of grazing lands.

Meanwhile there was every prospect of a great grain crop in Alberta. The official estimate in August was 64,416,960 bushels from 2,554,775 acres. At the same time 10,000 extra harvest hands were demanded. By September it was found that rain had somewhat damaged parts of the crop. The 1912 Report of the Minister of Agriculture (Mr. Marshall) estimated, however, that when all the returns were in they would show approximately 2,525,708 acres in crop with a total yield of all kinds of grain of 64,560,130 bushels or an increase of 793,060 acres and 13,652,599 bushels over 1911. The crop area in 1910 was 1,193,261 and the yield 22,027,184 bushels. The value of the 1912 crop, according to Federal figures, was $58,-523,000. To assist in gathering the harvest 8,000 harvesters were brought into the Province through the work of the Department's officials at Winnipeg. The high price paid for milk and cream, while somewhat detrimental to creameries, gave great incentive to dairying. The total value of cream and butter and cheese produced in the Province during the year was estimated at $1,250,000. A rapidly-growing interest in poultry raising was reported by the Poultry Superintendent. The markets, generally speaking, were good, and a decided improvement was noted in the quantity and quality of dressed poultry offered for sale. The Live Stock Commissioner's Report stated that the markets showed a constantly rising price.

Incidents of the year included a production of $81,547 worth of wool in Southern Alberta; the establishment by A. F. McLaren and others from Ontario of the Laurentia Milk (Homogenized) Co. with factories at Red Deer and Olds and others under erection; the 5th annual Report of the Southern Alberta Land Co., Ltd., showing ownership of 371,000 acres, an expenditure of $2,950,000 on Irrigation, etc., with large profits for the year; the creation of 11 new villages, 5 towns and 55 rural municipalities in Alberta during 1912; the organization at Calgary of the Western Trade Routes Association, L. P. Strong President, to deal with the Panama Canal and its

importance to Canada. The Bank Clearing-house returns for Edmonton, Calgary, Moose Jaw and Lethbridge totalled $643,836,229 compared with $408,811,748 in 1911; the industrial product of Alberta (Census) included in 1905 120 establishments, a capital of $5,545,821, 2,045 employees and a product of $5,116,782 while in 1910 the respective figures were 290, $29,518,346, 6,980 and $18,788,826; Federal figures stated the Railway mileage to be 1,896 with 400 miles under construction on Mch. 31, 1912; the total investment by Insurance, Trust, and Loan Companies in the Province was $33,518,667 or an increase of $8,000,000 in the year, while 731 new Companies were incorporated with a capital of $91,351,883 and a total since 1905-6 of $267,304,508.

The Peace River Country came in for much discussion summarized, perhaps, in the statement of J. K. Cornwall, M.L.A., in Victoria (Dec. 14) that "we have in the Peace River country the greatest asset of the Anglo-Saxon race, which is yet left to us. We have many million acres of the finest agricultural land under God's Heaven. We have more hours of sunshine in the growing season than any other section of the British Empire and we produce the best—the very best —wheat in the Empire." There were said to be millions of tons of asphalt, salt beds 75 feet thick, undoubted supplies of oil and natural gas, great quantities of sand suitable for the manufacture of the best quality of plate glass, mineral springs, a billion feet of merchantable and pulp-wood timber, a plenitude of fur-bearing animals as well as vast areas of the best agricultural land. During the year settlers, visitors and railways were all attracted towards the great North as by a magnet. Millions of horse-power were found to exist in the Rivers and Lakes and everything went to prove that the next great progressive centre of Canada would be in this outpost of the North.

The production of Alberta Coal Mines in 1912, according to the Provincial Inspector of Mines, was as follows: Lignite 964,700 tons, Bituminous 649,745 tons, Anthracite, 80,119 tons, used in production of Coke 61,591, Coke produced 35,984 tons, Briquettes produced 48,200 tons. These products were principally utilized in the Provinces of Saskatchewan, Manitoba and Alberta. The number of mines opened during the year 1912 was 44, the majority being in the district of Edmonton. Large increases in product were shown in the older mines in the southern parts of the Province, at Lethbridge and other points. Federal figures showed a total Mineral product in Alberta valued at $12,110,960 as compared with $6,662,673 in 1911—Clay products standing in 1911 for $1,052,751 of the total. At Tofield good lignite coal was so close to the surface that it was quarried, not mined, and this town was said to have a coal area of 20,000 acres in which one seam would produce 200,000,000 tons. J. G. S. Hudson of the Ottawa Mines Department reported in September that the Edmonton Mining area contained a better quality of coal than was stated in Geological Survey publications. Acccording to the 1909 official reports this region contained 60,000,000,000 tons of coal. During 1912 the Gainford Collieries Ltd. was a new industry with 8,260 acres, about

50 miles from Edmonton, which prepared to do extensive development work. In the Brazeau country four important collieries (bituminous) were working huge resources and in the High River region 12,000 acres of anthracite formation were purchased by the Dominion Coal & Iron Co.

In other Minerals Medicine Hat held first place for its immense natural gas resources with ten wells already drilled to an average depth of 1,000 feet and a capacity of 3,000,000 cubic feet each daily. Some of these wells had been in use for ten years with the same pressure and an apparently inexhaustible supply. This gas was also found at points 120 miles to the south, and 250 miles to the northwest, and at various points between with practically the same pressure and analysis. On the Athabasca River, 700 miles from Medicine Hat, the same gas was flowing out of the ground from natural crevices on the surface, and in many places it had been burning during the memory of the oldest Aborigine or trapper in the far north. Medicine Hat was therefore justified in claiming to be the centre of the largest gas-field in the world. During 1912 the immense oil and asphalt resources of the North were considerably explored and a good deal of boring for oil done. Rev. Father Lefebvre, of the Catholic Missions between Fort McMurray and the Arctic, told the Winnipeg *Free Press* (Sept. 13) that "the North country, on the rim of the Arctic circle, abounds in untold mineral wealth, including gold and copper."

Provincial Production of Butter and Cheese—Census 1910

Province.	Butter.		Cheese.	
	1900.	1910.	1900.	1910.
Alberta	$82,630	$533,422	$3,970	$23,473
British Columbia	105,690	420,683	.....	.....
Manitoba	292,247	511,972	124,025	81,403
New Brunswick	58,589	212,205	187,106	129,677
Nova Scotia	68,686	88,481	58,321	29,977
Ontario	1,527,935	3,482,171	13,440,987	14,845,661
Prince Edward Island	118,402	156,478	449,400	354,378
Quebec	4,916,756	9,895,343	7,957,621	6,152,689
Saskatchewan	70,037	381,809	.....	3,396
	$7,240,972	$15,682,564	$22,221,430	$21,620,654

Provincial Live-Stock Statistics, 1912

Province.	Horses.	Milch Cows and other Cattle.	Sheep.	Swine.
Prince Edward Island	33,700	106,100	104,500	41,500
Nova Scotia	69,400	331,600	343,200	67,600
New Brunswick	66,800	235,500	179,300	91,400
Quebec	369,500	1,483,200	519,800	656,900
Ontario	784,800	2,697,000	888,700	1,335,000
Manitoba	263,800	438,900	32,300	132,100
Saskatchewan	397,300	599,800	111,800	156,700
Alberta	351,500	1,091,600	181,000	175,200
British Columbia	.....	.....	.....	.....
	2,336,800	6,983,700	2,360,600	2,656,400

X.—PUBLIC AFFAIRS IN BRITISH COLUMBIA

Administration and Politics in the Pacific Province

Sir Richard McBride maintained his political and personal pre-eminence in this Province during 1912. To the B. C. Federation of Labour on Jan. 21st the Premier gave some good advice. "Never forget there is such a thing as moderation." The Government could not always see eye-to-eye with the Federation but it had gone as far as it believed right. "I am not leading a Labour Government nor yet a capitalist administration; I am standing for the good government of the people of British Columbia as a whole." Later on a Royal Commission was promised and duly appointed. The Stockbreeders Association was addressed on the 23rd and the Dairymen on the 24th and better methods of farming urged. At the Farmers Central Institute Convention on the 25th a Resolution in favour of Telephone ownership was presented to the Premier. He pointed out that the physical conformation of the Province rendered it extremely difficult to have an efficient Provincial system: "While this is the case you all know that the Dominion Government has undertaken the installation of a very considerable Telephone system. That system applies to the Kootenays, the Boundary district, the Okanagan, the Coast district, and the Islands. I think the proper thing to do is to insist upon the improvement and extension of that system." The Association had also passed a long Resolution in favour of some system of Government financial aid to the scattered farmers of the Province. To the B. C. Fruit Growers Association (Jan. 31) Mr. McBride said that their Province would yet become the Orchard of Empire and that the Government would leave nothing undone to stimulate the fruit interest and industry. The Province must be kept, however, for white men, no matter how badly labour might be needed.

Meantime the Vancouver Island Development League passed a number of Resolutions, on Jan. 12, which were submitted to the Premier. They congratulated Mr. Taylor, Minister of Public Works, on his Road construction policy and proposed a number of additional roads; approved the Government's Railway policy and urged an Island system of Government-owned or operated Telephones. To the B. C. Local Option League which asked the Government on Feb. 13 for a Municipal plebiscite law permitting the restriction of license, hours of sale, etc., Mr. McBride pointed to the result of the Provincial plebiscite at the last Election and stated that the Government did not intend to pass a Local Option law. No licenses were being granted along lines of Railway construction and no saloons were allowed in unorganized districts. Addressing the Imperial Veterans on Feb. 29th the Premier said: "The Government is sensible of its obligation to provide training to qualify the children to take their part as good citizens

of the Empire. Daily, now, the Union Jack flies from every school, and flag drills and such exercises as tend to develop an Imperial spirit, are carried out."

Following the Elections, Mr. McBride left on Apl. 14 for a hurried visit to England leaving Mr. W. J. Bowser as Acting Premier. In London he made arrangements for a suitable building for the Agent-General and told the press on May 17 that: "The financial position of the Province is very sound. We are carrying a tremendous surplus. Our guarantees to Railway companies are not at all large compared with those of other Provinces, which, moreover, have not control of the Crown lands within their boundaries as we have; and we get excellent security. There is more railway construction going on in British Columbia than in any other part of the Empire to-day; the various Companies' plans for the next four years involve an expenditure of about $80,000,000." On May 24 he was at Ottawa where Hon. Thomas Taylor met him and they held a long Conference with Mr. Borden as to British Columbia conditions and the Better terms proposals. A little later came the honour of K.C.M.G. which made the popular, democratic, Imperialistic Premier, Sir Richard McBride—an honour which the press and the public of that Province and, indeed of Canada, approved without stint.

Addressing the Victoria Board of Trade on July 12th, Sir Richard said that the Government had at this time $9,000,000 at its credit in the Banks; that the Railway work now in hand or shortly to be started in the Province—including $25,000,000 for the double-tracking of the C.P.R.—involved an expenditure in the near future of $100,000,000; that the Great Northern intended to begin at once on the Vancouver, Victoria and Eastern line and the Canadian Northern would shortly run accommodation trains from the Coast to Kamloops; that construction would begin almost at once on the Pacific and Great Eastern from Vancouver to Fort George and on the C.P.R. Kootenay-Central from Golden through the Columbia Valley. In July, the Premier, Hon. W. J. Bowser and W. H. Hayward, M.L.A., spent two weeks in the Northern country, in a steamer along the Coast and up the Skeena River, at Prince Rupert and along the G.T.P. to Hazelton. On Aug. 4 the appointment was announced of H. A. Maclean, K.C., Victoria, W. H. Keary, New Westminster and A. E. Bull, Vancouver, as a Commission to inquire into the workings of Municipal Government in the Province. Sittings followed at all the chief points and then a visit to the Eastern Provinces and the United States to consider conditions there. A Deputation from Vancouver on July 10 asked the Premier and Government to give the old Court-House site, worth a million dollars, to that City but were not accorded much encouragement; on Aug. 30 a North Vancouver Delegation asked the Government to waive its one-fourth interest in the Lynn Valley Subdivision and thus relieve existing complications; early in September the Premier visited Coquitlam and Chilliwack.

During the Royal visit to the Province Sir Richard had, of course, much to do with the reception tendered the Duke and Duchess of

Connaught but, probably, no single event was of more personal interest to him than the opening of the splendid new Provincial Library building at Victoria on Sept. 28th where he was able to tell the Duke that they had in this far-off Province collected an excellent Library, gathered together and protected in the Archives an invaluable collection of historical data, and provided 150 travelling libraries for the people in isolated districts. During this visit His Royal Highness invested the Provincial Premier with the insignia of St. Michael and St. George. On Oct. 11 there was tendered to Sir Richard McBride, in Victoria, what was described as the largest banquet in the City's history; with 800 guests and most enthusiastic appreciation of the Premier's services. The central point of his speech was the fact that at that moment there were 1,700 miles of standard gauge railway under construction in the Province. The Hon. W. J. Bowser, G. H. Barnard, M.P., R. F. Green, M.P., and others also spoke.

On Oct. 16 the Premier and R. F. Green, M.P., with afterwards, some of the Ministers, left for the Interior where Fernie, Cranbrook, Golden, Field, Vernon, Revelstoke, Nelson and Creston were visited. At Revelstoke on Oct. 24th the Provincial Conservative Association met and was addressed by the Premier. Resolutions were passed at this gathering asking the Dominion Government for a Royal Commission of Inquiry into the cost of living and for higher duties on American fruit; congratulating Mr. Borden upon his Imperial negotiations and Naval policy; requesting an extension of Telephone facilities. The Provincial Government was urged to make the scope of the coming Labour Commission a wide one and to appoint a separate Minister of Mines. J. A. Lee, Mayor of New Westminster, was elected President. At the banquet addressed on this occasion Sir Richard made a strong appeal for Canadians to assume full Defence responsibilities in the Empire. Too much could not be done to please British Columbia. Indeed, through all his speeches of this year, on every possible occasion, the Premier spoke strongly on this topic of Canada's duty to, and the Province's interest in, Empire defence. In a local direction he was, in this speech, explicit. "The Government's policy has been one of great progress. Where in 1904 the appropriation for Public roads was $400,000 last year it was $6,000,000. The Government's interests in Railway and other townsites represent millions saved to the people. We deserve credit for the Prince Rupert townsite deal where a recent sale of fractional lots netted over two millions. There is also a large Reserve in Point Grey to draw on and the purchase of the Songhees Reserve at Victoria secured railway terminals and harbour facilities for the capital." The long and much-discussed question of Better terms came to a head during the year. On Feb. 12th the Premier had presented to the Legislature a Report of recent negotiations with the Ottawa Government which included a telegram from the Dominion Premier as follows:

Replying to your Memorandum of the 6th Nov. 1911, respecting the claim of British Columbia for exceptional treatment by reason of per-

manent physical conditions and otherwise as set forth in your Memorandum of 9th Oct., 1910, we are prepared to appoint a Commission to investigate the merits of claims made by your Province in this regard; one Commissioner to be named by this Government, one by your Government, and the third to be selected by agreement of the two Commissioners, or, failing such agreement, by the Secretary of State for the Colonies.

Asiatic immigration. This question is to be taken up as soon as possible in connection with the new Treaty with Japan, to which Canada has not yet acceded. The interests of Canada in respect of immigration will be safeguarded and your Government will be consulted with regard to considerations specially affecting British Columbia. Songhees Reserve and Drill Hall matters have already been settled satisfactorily. The question of Foreshores is under consideration by the Department of Justice.

(Signed) R. L. BORDEN.

Final arrangements were made in a visit by Sir Richard and Mr. Bowser to Ottawa on Nov. 7th and it was announced on the 15th that negotiations, which had also been going on as to Fisheries between Mr. Hazen, Minister of Marine, and Mr. Bowser, had been concluded and that future licenses to white fishermen would allow them to fish independently of any cannery and sell their catches to whom they chose. The Minister of Militia had also agreed, Mr. Bowser stated, to transfer the Dominion claims and rights in the Point Grey Reserve in return for the transfer by the Provincial Government of 10 acres for a Drill-hall and certain small areas of Crown lands. During this trip the Premier conferred also with the Railway authorities at Montreal and Toronto and was able to announce a joint (C.P.R. and C.N.R.) Passenger Station on the one-time Songhees Reserve; individual freight yards and terminals; a speedy location of the route of the C. N. Pacific Railway into Victoria. On Dec. 6th the *personnel* of two important Commissions was made public. The Commission of Inquiry into Agricultural conditions, facilities, co-operation, etc., was to be as follows: W. H. Hayward, M.L.A. (Chairman), Alex. Lucas, S. S. Shannon, Cloverdale, Wm. Duncan of the Comox Valley, J. J. Campbell, Nelson, J. Kidston, Vernon, Thos. Kidd, Steveston. The Labour Commission of Inquiry was as follows: H. G. Parson (Chairman), Golden, A. M. Harper, Vancouver, J. A. McKelvie, Vernon, John Jardine, Esquimalt, and R. A. Stoney, New Westminster. The powers of this latter body were very wide and included Labour conditions generally, contracts, hours of labour, payment of wages, conditions of life, protection of life, operation of laws.

Of individual Ministers, the Hon. W. J. Bowser, K.C., Attorney-General, was conspicuous during the year in many matters. Usually the Acting-Premier had been the senior Member of the Cabinet but during this year Mr. Bowser was selected for the position. He also administered various Departments from time to time and in this general connection *The Colonist* said on May 19th: "It is no exaggeration to say that Mr. Bowser revels in work. In everything he does he is thorough and far-seeing and the administration of his own Department might well serve as a model for other Legislatures." He was the Premier's right-hand man in the Elections as well as in the Legis-

lature and his oratorical qualities were in constant request. Addressing the Canadian Club at Seattle on Apl. 29th he dwelt upon the kindred ties of the two peoples—and advised his hearers to so conduct themselves as to show that their British traditions were not forgotten. As Commissioner of Fisheries, Mr. Bowser on June 6th dealt with the recent statement of J. P. Babcock and D. N. McIntyre as to Sockeye Salmon conditions, on the Fraser and in Puget Sound, which had been submitted to the Washington State authorities.

After pointing out that the Sockeye fisheries of the Fraser, in three out of four years, were dwindling rapidly, and that inroads were even being made upon the years of the big run they drew attention to the fact that this was caused through the failure of a sufficient quantity of salmon to reach the spawning beds; that in the past, while British Columbia and the Federal authorities had imposed a weekly and yearly closed time, and enforced it by stringent patrol and inspection, the laws providing such a close season south of the Line had been practically a dead letter; that no matter how desirous of enforcing the law the State Commissioner might be, he had not the means at his command to do so. To the Revelstoke Convention Mr. Bowser stated that the Government had surveyed 1,000,000 acres along the line of the Grand Trunk Pacific in the Province for the sole use of pre-emptors and that next year surveys would also be carried along the line of the Canadian Northern. At the end of that year the Government would be prepared to offer 140 acres each to 30,000 *bona fide* settlers on pre-emptions.

The Hon. W. R. Ross, Minister of Lands, had duties of importance and prominence. A Delegation of Lumber manufacturers told him on Jan. 25th that certain subsidized railway interests of Canada purchased lumber and other supplies in the American market; and urged Government ownership of Telephones. In April and May the Minister spent six weeks visiting Eastern centres and the United States studying certain matters in connection with his Department. On his return the organization of a Forest Branch was completed with H. R. MacMillan as Chief Forester and varied details worked out for the promotion of settlement and agriculture. On June 16th he left Victoria for a trip into the far interior and north of the Province—away from railways and with primitive trails as often the only dependence. He was accompanied by J. A. Fraser, M.L.A., and R. E. Benedict of the Forest Branch. At Kelowna on Aug. 14-16 he presided at the meetings of the Western Canada Irrigation Association at which 200 Delegates were in attendance and where the speakers included Hon. Price Ellison, Minister of Agriculture, J. S. Dennis of the C.P.R. at Calgary, R. H. Campbell, Dominion Chief Forester, R. M. Winslow of Victoria, F. H. Peters of Calgary and others. Mr. MacMillan stated that "one of the first duties of the Forest Branch is to make a general survey of the Province. The work has been already started; ten parties are now in the field. The object of these surveys is twofold; First, to obtain a statement of the quantity of timber in the Province, and a map showing its disposition; second to make a land

classification showing definitely the location, character and area of agricultural land anywhere in the Province." For the year ending Dec. 31, 1912, the Minister's Report showed a revenue of $2,525,497; described the division of his Department into Surveys, Forest and Water Branches; mentioned the sale of 517,234 acres of Crown lands during the year and the issue of 3,655 pre-emption records; the survey of 2,866,997 acres making an aggregate of 10,194,380 acres of Provincial surveyed lands; the fact of 5,900,000 acres being held under special timber licenses.

A trip through the Cariboo and Chilcotin country followed with W. J. Elliott, of the C.P.R. Natural Resources Department, who later submitted a valuable report as to conditions in these "dry land areas." In his Report he said: "I was astonished not only at the vastness of the area, but with regard to the apparent agricultural possibilities that I found. The areas along the streams, where irrigation by gravity is possible have, of course, been utilized for years, but there are thousands of acres above the ditch and stretching up over the rolling slopes of the hills that present a wonderful field for development. I believe I am safe in saying that the proper development of the dry land areas of British Columbia will open up a phase of agriculture that will rival the best developed agricultural branch in the Province to-day." On Nov. 20 Mr. Ross stated his decision regarding the South Hazelton townsite—owned by the Government and the G.T.P. Development Co. In view of events since the sales of the land lots, he had now decided to give all purchasers the right to withdraw if they desired. On Dec. 1st a Branch devoted to compiling Statistics and information was organized with J. Gordon Smith in charge. The Surveys Branch of this Department had 40 parties out during the year, a beginning was made in examining the semi-arid regions of Cariboo and Lillooet, various District boundaries were defined and lithographed maps prepared for public use.

Of the other Ministers the Hon. H. E. Young had charge of the growing Educational interests of the Province and the development of the new Provincial University. In the interests of the latter he visited various Eastern and American educational institutions in May; in July he attended the Imperial University Congress in London; at the close of the year he was arranging details for the teaching of Domestic Science at the Normal School. Mr. Young submitted the Report of the Public Hospital for Insane showing 690 patients in 1911 of whom 500 were men; the Provincial Board of Health Report showed 346 cases of small-pox and 312 deaths from Tuberculosis; the statistics of Births as 5,841, Marriages 4,509, Deaths, 3,360. The Hon. Thomas Taylor, Minister of Public Works, continued his work for Good Roads and had an appropriation of $1,500,000 to utilize during the year. He joined the Premier in presenting details to the Dominion Government of their plans as to Better terms and dealt, himself, with highways and wharves, harbours and the protection of River banks. In this connection, it may be added, R. E. Gosnell of Victoria, accompanied the Ministers to Ottawa as an expert in all matters relating

Fruit-Growing on the Pacific Coast; a Strawberry Patch near Burnaby, British Columbia.

to the Province and had much to do with the preparation of the official case. In September Mr. Taylor inspected the highways of the Fraser Valley. The chief Provincial appointments of the year were as follows:

Police Magistrate	James H. Simpson	Nanaimo.
Police Magistrate	J. Manning Scott, B.A.	Kamloops.
County Court Judge for East Kootenay	Geo. H. Thompson	Cranbrook.
Deputy Commissioner of Fisheries	D. N. McIntyre	Victoria.
Police Magistrate	Hugh A. Heggie	Vernon.
Consulting Expert: Department of Fisheries	John P. Babcock	Victoria.
Secretary and Statistician: Department of Agriculture	Albert E. Craddock	Victoria.
Royal Commissioner re Vancouver General Hospital	R. W. Harrington	Vancouver.
Police Magistrate	Charles J. Prior	Victoria.
Chief Forester	H. R. MacMillan, B.S.A.	Victoria.
Stipendiary Magistrate, Kootenay	W. H. Bullock-Webster	Nelson.
Police Magistrate	S. de P. Greene	Duncan.
Superintendent of Strathcona Park	R. H. Thomson	Seattle.

The ever-present Asiatic immigration question caused much discussion during the year in connection with the Hindus especially. Mr. Burrell, Minister of Agriculture, put the broad issue in Toronto on Mch. 4 as follows: "Oriental immigration is not only a great question with us in British Columbia—it will be the dominant question of the whole Empire. It is the question of ultimate dominance between the far East and the West, of the final supremacy of the yellow race or the white. Remember that we on the Pacific Coast are keeping ward for you in Eastern Canada." The local reasons against admission of the wives of the Sikhs were many and the sentimental or Imperial reasons in favour very strong. The particular local question of the year turned on matters of alleged but denied polygamy and of racial and religious and moral feelings and labour competition. Two of the wives came and were refused entrance on Jan. 22nd at Vancouver. Legal proceedings, agitation, visits of Dr. Sunder Singh, Teja Singh and other Sikh leaders to Ottawa and the East followed, with many addresses to public bodies by Sunder Singh. The Labour Council of Toronto would not be convinced by his arguments; the National Council of Women was persuaded. Narrowed down to a question of bringing in wives and families the agitation seemed reasonable; broadened out it might mean anything. H. H. Stevens, M.P., of Vancouver was particularly vigorous in opposing admission. Deportation of the two women was ordered in April; then came further Court proceedings; then an appeal to the Secretary of State for India; finally, on May 24, Mr. Rogers, Minister of the Interior, announced that, as an act of grace and not as a precedent they could remain in Canada.

A subject, also, of much discussion during the year was the violent effort of the I.W.W., or Industrial Workers of the World, from the other side of the Line, to get a footing in the Province. Anarchists with an extreme Gospel of Discontent as their mission they had been already stirring up trouble in the Railway camps of the interior. During February 150 or so were refused admission at the frontier; on Feb. 4th a demonstration and small riot occurred in Vancouver which was disposed of by mounted policemen very quickly; a strike

of 4,000 men, instigated by, and chiefly composed of, this organization was called on the C.N.R. between Hope and Kamloops on Mch. 31 and the men quit work without even stating reasons; various incidents of local violence followed, efforts were made to get the G.T.P. men out also, a number of arrests were made—one man, a negro, getting six months with hard labour at Yale; at Kamloops, New Westminster and elsewhere others received severe sentences and the matter was treated with a firm hand by the authorities. It was well over by May. On July 25 a strike of 2,000 more on the G.T.P. near Hazelton was announced.

Gradually, however, the trouble adjusted itself, the leaders were arrested and more men brought in to replace the strikers. They were mostly foreigners and, according to a Report to Governor Johnson of California, their chief doctrines were as follows: The question of right or wrong is not to be considered; no agreement with an employer of labour is to be considered by the worker as sacred or inviolable; the worker is to produce inferior goods and kill time in getting tools mended and in attending to repair work, all by a silent understanding; the worker is to look forward to the day when he will confiscate the factories and drive out the owners; strikers are to disobey and treat with contempt all Judicial injunctions. Another matter of importance was the Report of the Royal Commission on Taxation—Hon. Price Ellison, Minister of Finance, Hon. A. E. McPhillips, President of the Council, C. H. Lugrin of Victoria and W. H. Malkin of Vancouver. It was a very elaborate and somewhat technical document in its details but the chief recommendations were as follows:

1. Abolition of the poll-tax, the personal property tax and the tax on improvements.

(2) An increase in the Income tax exemption from $1,000 to $1,500 with an additional exemption of $200 for every child under the age of 18, and a special additional exemption of $1,500 for any income derived from agriculture.

(3) Increased taxation upon certain larger incomes.

(4) Abolition of exemptions from incomes in excess of $11,500 and a super-tax upon incomes above $50,000.

(5) Increased taxation upon Banks and increased Succession Duties on large estates.

(6) Reduction of the tax on coke from 15 to 10 cents a ton.

(7) A general re-assessment with the view of creating an equitable valuation of land and incomes, so that it may be found possible to reduce the general rate of taxation.

Provincial Incidents of the Year

Aug. 29.—The sale of Government lots in the Prince Rupert townsite closes with sales of $1,182,000. Prince Rupert investors take about two-thirds of the property.

Oct. 2.—Mr. Justice Murphy of the Provincial Supreme Court in the case of John Deere Plow Co. *versus* Agnew Bros. declares that the B. C. Companies Act is *intra vires* and must be observed by all Companies wishing to do business in the Province whether holding Dominion charters or not.

Oct. 22.—Wm. Blakemore, recently appointed a Provincial Commissioner to report as to Doukhobor Settlements in British Columbia states that they have acquired 120,000 acres in Hudson's Bay Co. lands and have 5,000 settlers thereon.

Nov. 6.—In Vancouver a Half-Million League is formed for the purpose of increasing the City population to that figure by 1917 with H. H. Stevens, M.P. as President and L. D. Taylor, F. J. Burd, R. S. Ford, John Nelson—four newspaper men—as a Committee.

The Legislative Assembly; Railway Legislation of 1912

The third Session of the 12th Parliament of British Columbia was opened on Jan. 11th by His Honour, T. W. Paterson, with a Speech from the Throne which referred to the Coronation and the coming of the Roval Governor-General; described the past year as one of great prosperity and progress and mentioned the settlement of the Songhees Reserve question; stated that the development of Strathcona Park on the Island had been vigorously prosecuted; mentioned the Government's negotiations with the Ottawa authorities and stated that the administration of water in the Railway Belt had been handed over to the Provincial Government; referred to a contract having been let for extensions to the Parliament Buildings, to the preliminary work on University construction as being underway and to the expected opening of the institution in the Autumn of 1913; promised important legislation as to Railways, Forests, etc. The Address was moved by H. H. Watson of Vancouver and Alex. Lucas of Yale; W. H. Hayward was elected Deputy Speaker and A. H. B. Macgowan, Deputy Chairman of Ways and Means.

H. C. Brewster, who was Liberal leader, and the only Liberal in the House, followed and attacked the Revenue tax as unjust and unscientific in application; condemned the Land policy as one of favouritism and landlordism; regretted the absence of relief for the workmen from Oriental competition and alleged the lack of help to small and isolated settlers. The Premier, in his reply, pointed out that the physical conformation of British Columbia made any hard and fast land policy impossible. Existing enactments were efficient and excellent. "Although so large a proportion of our lands are heavily timbered, and despite those physical disadvantages under which we labour, we find that during the past year the number of pre-emptors coming into British Columbia, apart altogether from those with savings or independent resources who have acquired lands by purchase, has increased by 50 per cent.; and as rapidly, as quickly as we can secure the construction of railways and build roads to give access to our lands, the proportion of pre-emptors will constantly increase."

Mr. McBride denounced and denied the reckless charges as to land administration; stated that the farmers were not complaining about the taxation system which had brought the Province prosperity, credit and redundant revenues; referred to the importance of the water arrangement in the Railway Belt as "meaning the life of the lands and the prosperity of the people who there have their homes and their

interests. The productivity of these lands has only recently begun to obtain full recognition"; stated that besides the larger matters under consideration the Dominion and Provincial Governments were working together in other directions: "There are many matters connected with mining, agriculture, fisheries, forestry, railway construction, immigration and labour, etc., in regard to which the two Governments can and should work in co-operation, supplementing each other's efforts without impinging upon respective rights, or mixing up legislative authority in any way. Towards this end, I may say, the two Governments are now working." After speeches by Parker Williams (Socialist) and John Jardine (Ind.) the Address passed on Jan. 18th without division.

On Jan. 19th Mr. Ross, Minister of Lands, introduced an important measure embodying very largely the views of the Forestry Commission of a couple of years before. His amendments to the Land Act provided for the creation of a Forest Board with a Chief Forester, and other officials, having wide power over timber matters. The Bill provided for the adoption of a plan of license by tender. Tenders were to be called, and the tenderer who offered the highest cash bonus per 1,000 feet, in addition to royalties on timber that might be cut in future, would receive the license; or else the Minister might decide to accept the highest lump sum for the whole limit. Handlogger's licenses were in future to be issued only at the discretion of the Minister of Lands and in districts where they were not likely to work injury to Crown lands or other property. An increase in royalties was provided for on a graduating scale and according to three grades in the lumber cut from timber. Restrictions for the prevention of forest fires were rigid and the penalties severe. No new license to cut timber on Crown lands would be granted in future except, after competition, with provisions for the cruising and classification of timber lands by the Department. An upset price was to be set upon the timber and in addition to whatever sum might be bid for the license, the licensee was to pay rental and royalty. Special provisions were made as to pulp licenses.

Forest reserves and their management were provided for. Timber leases still outstanding were made renewable, for successive periods of 21 years, subject to rents and royalties and such other conditions as might be in force at the time of the renewal. The Act provided for the use or manufacture in the Province of all lumber cut on Crown lands or on lands that had been Crown-granted since 1906 or which hereafter should be Crown-granted. There was also provision permitting the export of the smaller description of timber under certain conditions. The provisions for the prevention of damage to forests through fire were very complete and a Forest Protection Fund was to be created to which all holders of timber lands, by whatever title held, were required to contribute—the Province to contribute an equal sum. The powers of the Forest Branch were very wide and covered practically everything in connection with the control and protection and granting of forest lands under the Act.

Other legislation included a measure as to Pound animals and their protection; a Bill regulating and licensing Employment Agencies; an Act establishing an Industrial Home for Girls and an amendment to the Inheritance Act declaring that "nothing in this Act contained shall be held to impair or affect the right of a widow of an intestate to her dower out of her deceased husband's lands, or the right of a husband to his courtesy out of the deceased wife's lands"; a measure restricting the business of Mutual Fire Insurance Companies and various amendments to the Land Registry Act; another amending the Land Act in a number of details and conditions of purchase, or Crown grant surveys and re-surveys. Bills were passed admitting women to the study and practise of Law upon the same conditions as men; amending the Medical Act so as to admit to Provincial registration under the terms of the Canadian Medical Act; amending in various ways the Coal and Petroleum Act and the Municipal Act.

The Pool-rooms Act regulated such places and forbade any youth under 18 to frequent them and defined the kind of play permitted therein; the Agreement of June 8, 1911, between the City of Prince Rupert, the G.T.P. Railway Co., the G.T.P. Development Co. Ltd., and the Province, which arranged the difficulties as to taxation arising out of the Railway Company owning three-quarters of the Townsite and the Province one-quarter, was ratified and confirmed; the School Act was amended to permit the appointment of Municipal Inspectors of Schools, to give School Boards powers of expropriation similar to those of Municipal Councils, to have the estimates of any special School Board expenditures placed before the Municipal Council for submission in a By-law to the electors, to compel every child from 7 to 14, inclusive, to attend School or be otherwise educated for six months in each year. The Revision of the Statutes by Charles Wilson, K.C., of Vancouver and A. P. Luxton, K.C., of Victoria, Commissioners, which had been underway for some time was ratified and approved; an Act was passed authorizing the formation of Companies with limited liability for the purpose of constructing, maintaining and operating a Rural Telephone system; the British Columbia University Act was amended to prohibit any other University granting degrees; another measure validated the election of the Vancouver Mayor and Council under certain technical conditions which had arisen; the Veterinary Act was amended as was the Water Act in relation to water levels, power rights, diversion of water, licenses to use water for various purposes, municipal interests, etc. Ryerson College, Vancouver, with various rights as a Methodist institution of learning, was incorporated; so was the Vancouver Grain Exchange and West Vancouver Municipality; Westminster Hall was given additional powers and, like Ryerson College, the right to grant the degree of Doctor of Divinity.

Meantime, on Jan. 24, H. C. Brewster (Lib.) and Parker Williams (Soc.) had moved a Resolution declaring that Canada and Great Britain were agreed that all the partners in the Empire should con-

tribute to Naval defence; that the completion of the Panama Canal would enormously increase the Coast shipping; that, therefore, immediate steps should be taken toward "the creation of a Canadian fleet unit in the Pacific and the establishment of a Naval base on this coast." The Premier moved an amendment declaring that such a scheme to be effective "must be by co-operation with the Mother Country and other parts of the Empire" and that the Dominion Government be urged to consider the question at the earliest possible date. After a debate the motion and amendment were withdrawn. Speaking to the Forest Bill on Feb. 6, Mr. McBride claimed that the laws were better and better administered in this respect than to the south of the Line. "Compare the situation here with that on Puget Sound, where the Mills are either shut down or running half-time only, and pay-rolls are cut to the minimum, while the operators are glad to sell their output at a low margin, even at cost, and in many cases below cost, for immediate money. On this side the most of the Mills are continuously at work, making excellent profits and distinctly prosperous."

The Hon. W. J. Bowser's amendments to the Liquor Act were explained on Feb. 13th as intended to help in enforcing certain sections—especially those concerned with what were called "blind pigs." The Bill made it clear that wholesalers could not do business in unorganized territory on a license secured in a neighbouring city; though the Courts had held that under the former Act they could do so. It would also be impossible to sell to minors on the ground that they were buying for older people. There was some difficulty with illegal selling where railway construction was going on but the Bill provided that transgressors might be fined for a first offence and imprisoned for a second or any subsequent offence. On Mch. 14, Mr. McBride moved a Resolution endorsing the work of the Better Terms Delegation to Ottawa of November, 1911—Messrs. R. McBride, W. J. Bowser and W. R. Ross—and approving the Dominion Government's policy of appointing a Commission to investigate the claims of the Province while urging its early appointment. After debate this was passed on the 19th. In speaking to it the Premier said that, after many years of negotiation, a settlement was now in sight. "Perhaps, of all the questions that have been discussed over an extended period of time by this Legislature there is none that is more pregnant in possibilities or of more vital importance to the future of our Province than is this. I find it impossible, no matter how optimistic one may be, to convey to this House any idea of the results that may accrue to British Columbia when this matter shall have been adjusted in strict fairness to us."

A motion dealing with Oriental immigration presented by the Premier described the feeling of the people, mentioned the various Acts passed by the Legislature and disallowed at Ottawa, stated that a Government Delegation had recently made "further and urgent representation" to the Federal authorities and expressed satisfaction at the promise of Mr. Borden that the British Columbia Government

would be consulted in connection with the new Japanese Treaty. Mr. Brewster moved an amendment regretting the absence of any assurance from the Canadian Premier that future Provincial legislation regulating immigration into the Province would not be disallowed or that the Treaty with Japan would recognize, in this respect, the rights of Canada and the Provinces of Canada. The latter was negatived and the original motion was passed.

The central event of the Session was, however, the Railway legislation which the Premier introduced on Feb. 20th. There were six Bills presented. The first was an Act to ratify an agreement between the Government and Foley, Welch & Stewart, and between that firm and the Grand Trunk Pacific Railway Co. for the construction of a railway from the City of Vancouver to Fort George. The agreement between the Government and the Firm provided for construction and the other arranged that the Grand Trunk Pacific should have the first option of purchase and, also, have running rights over the Line. The Premier in introducing this Bill said that the Railway would be of standard gauge, and would run from Vancouver to connect with the Grand Trunk Pacific at Fort George. It would receive from the Provincial Government a subvention equal to that already given to the Canadian Northern Pacific, by the guarantee of its bonds for $35,000 per mile and 4 per cent. interest. Provision was also made for adequate traffic connection with the Cities of New Westminster and Victoria. The second Bill incorporated the Pacific Great Eastern Railway Company for purposes of the above construction and with Timothy Foley, St. Paul; J. W. Stewart and Donald McLeod, Vancouver; Patrick Welch, Spokane; D'Arcy Tate, Winnipeg, and Vernon M. Smith, Hazleton, as the Incorporators.

The third Bill provided for the extension of the lines of the Canadian Northern Pacific with guarantees as above. It provided that the Company must build 150 miles from the 100-mile post of its Barkley Sound extension and proceeding in a northern and easterly direction, which would bring the system so far as Comox. The Company was to build another Line, in the Interior, from Kamloops to Vernon and thence to Lumby with a similar bond guarantee of $35,000 per mile. This would cover a distance of 145 miles which, added to the 150 miles arranged for upon Vancouver Island, would make 295 more miles that this Company would have to build within the Province during the next three years. Speaking of the fourth Bill, which ratified an agreement between the Government and the Kettle Valley Railway Co., the Premier said that it provided for a subsidy of $10,000 a mile to that Company in order to bring their system over the Coast range to the Pacific and thus afford the shortest connection between the Kootenay and Boundary countries and the cities of the Coast. Under the Dominion Act which governed the operation of the road there was stated to be ample protection for other Lines to use the trackage of this corporation. The Bill provided also for a subsidy of $200,000 towards the construction of a combined railway and traffic bridge over the Fraser River near Hope.

The fifth Bill confirmed the agreement for the extension of the Esquimault and Nanaimo Railway on Vancouver Island northward to Comox. There was a provision that enabled the Company to lease all its lines to the C.P.R. and the C.P.R. had agreed in return to pay taxation on the lands of the E. & N. which would add, approximately, $18,000 a year to the treasury of the Province. The Company now undertook to construct its Line to a point at or near the Village of Courtney and have it in operation by Dec. 31, 1915. The sixth Bill, the Premier explained, provided for the re-purchase by the Government of the remaining B. C. Southern and the Columbia and Western lands at 40 cents an acre. The Bill at the same time arranged for the re-construction of the Kaslo and Slocan Railway, which was to be taken over by the C.P.R. and standardized. It provided for the return by the C.P.R., to the Government, of $387,000 which had been paid by the Province on account of the Shuswap and Okanagan guarantee and there was also a provision for the remission of taxes that had accumulated on the Subsidy lands since the negotiations had commenced.

The distances involved were 50 miles for the Kettle River Line, 145 for the C.N.P. mainland extensions, 450 for the Pacific and Great Eastern and 150 for the C.N.P. Island extensions, or a total of 795 miles with an estimated expenditure of the Railways totalling $40,000,000 and an addition to the bonded guarantee liability of the Province of $25,000,000. The actual Provincial expenditure was placed at $1,850,000. Incidents of the legislation were the grant of running rights over the Kettle River road to the V. V. & E. or Great Northern; the fact that the Pacific and Great Eastern would have to come from North Vancouver over the 2nd Narrows Bridge, when constructed, into Vancouver and absorb the Howe Sound Line. The Premier in his speech stated that in 1904 there were in the Province 650 miles of standard line; in 1912 the mileage constructed, underway, and now announced, would make the total 4,000. From Fort George, in due time, connection would come with the great Peace River country and the Government would be in a position to speak as to this when the Line from Vancouver was well underway. On all these Railways the Government would hold a first mortgage and would see that none but white labour was employed. Government control of rates, he said, was also assured.

Mr. Brewster devoted his criticism chiefly to the Vancouver-Fort George Line. "We must first consider the burden we are undertaking in this wholesale bonusing and guaranteeing of bonds, and that the machinery, thus created, may be used for their own purposes by those creating it. This Company is given an authorized capitalization of $55,555 per mile, reckoning the length of the road at 450 miles and it is given in addition borrowing powers of $60,000 a mile or a total of $115,555 per mile. The Bill also provides that the Province is to guarantee the bonds for 40 years instead of 30 years as in the past. All this capitalization has nothing to do with the terminals or equipment of the Railway and these might easily run into large

figures." He did not think the control of rates assured, did not like the exemption of terminals from taxation, and estimated the additional Provincial liabilities involved as high as $70,000,000. The Toronto *Globe* (Mch. 9) reviewing the legislation in a far from friendly spirit estimated the total guarantee or indirect liability of the Province at $26,075,000 for the new enterprises and $21,000,000 for the original ones. The Bills passed in due course without division and the House was prorogued on Feb. 27th.

The Budget speech of Hon. Price Ellison, Minister of Finance, on Feb. 23rd had, meanwhile, been notable for its accumulated surplus of $8,500,000 and its accumulated evidences of Provincial prosperity. It was divided into two parts—one that of Finance and the other development of resources. The former may be summarized here. The Minister had to deal with a revenue which had grown in ten years from 2 to 10 millions. The Province, he stated, had a cash balance in the Bank of $8,526,647. In two years time the balance in the Public Accounts had changed from the debit to the credit side, the change representing an accumulation of savings totalling $4,792,-271. The net Revenue in 1902-3 (to June 30) was $2,044,630; the net Expenditure $3,393,182; the net Revenue in 1910-11 (to 31 Mch.) was $10,492,892 and net Expenditure $8,194,802.

The Liabilities of the Province on Mch. 31, 1911, totalled $12,053,-227; the Assets, which included Sinking Funds of $2,018,520 and Cash balances in Banks of $8,526,646, totalled $13,550,921; or an excess of Assets over Liabilities of $1,497,694. This unique position showed some change in 1912. The minutely detailed Estimates of Revenue for the year ending Mch. 31, 1913, totalled, on all accounts, $10,387,830. The chief items of Revenue, as expected, were Dominion of Canada Subsidies $713,780; Land sales and revenue $2,400,000; Timber leases, licenses, royalties $2,425,000; Mining receipts $185,000 and Liquor licenses $75,000; Succession duties $200,000, and Registry fees $500,000; Income, revenue tax, property, personal, and land taxes $1,520,000; Coal royalty $250,000; Interest due $320,000; Chinese Restriction Act $500,000; Shuswap Railway re-payment $387,000. The chief payments were on Public Debt $532,669; on Civil Government and legislation $972,272; on maintenance of Public Institutions $406,700; on Hospitals and Charities $426,200; Administration of Justice $355,848; Education $972,872 and Transportation $85,000; Public Works $8,236,360, including $3,009,500 on Works and buildings, $5,027,000 on Roads, streets, bridges and wharves; Miscellaneous $4,237,079.

Education and the New Provincial University

The University of British Columbia which had been in a state of creation and organization for some years, showed, during 1912, very clear lines of growth. A splendid site of 217 acres at Point Grey, near Vancouver, valued at $2,500,000, had been already selected and during this year, by arrangement between the Provincial Premier and Col. Hughes, Minister of Militia, the Dominion waived its claim upon these lands and the University was given a free title deed. The

institution was also endowed by the Province with 2,000,000 acres of land worth, at the lowest valuation, $5.00 an acre and the area for construction purposes was cleared early in 1912. At the close of the year Sharpe & Thomson of Vancouver were successful in their design and plans for the new building and won the prize of $4,000 as well. Other winners of smaller amounts were D. S. Bow, Vancouver; P. T. Turner, Montreal; and Symons and Rae, Toronto.

It was estimated that the various structures in the original design would call for an expenditure of $1,500,000 upwards and that the construction and establishment of the University as a whole would necessarily extend over a considerable period of years and involve a possible ultimate expenditure of $10,000,000 or more. Meantime, $500,000 had been appropriated during the past Session to commence operations. The Committee selecting the architectural design out of 16 presented was composed of Hon. H. E. Young, Hon. F. L. Carter-Cotton, W. Douglas Carow of London, England, A. Arthur Cox, Vancouver, and S. Maclure, Victoria. Meanwhile, in May, the Hon. Dr. Young, Dr. Alex. Robinson, Superintendent of Education, and S. D. Scott of the *News Advertiser* were in the East seeking light upon the appointment of a President and, on Aug. 21, the election of the Senate and Chancellor took place at the hands of 300 Members of Convocation. For the Senate 54 candidates were in the field and the following were elected:

Dr. R. E. McKechnie...Vancouver.	J. M. Turnbull.....Trail.
Judge F. W. Howay....New Westminster.	E. W. Sawyer.....Summerland.
N. Wolverton.....Nelson.	Mrs. M. R. Watt.....Victoria.
J. S. Gordon.....Victoria.	C. D. Rand.....Vancouver.
Mrs. J. W. DeB. Farris.Vancouver.	Hon. Gordon Hunter...Victoria.
F. C. Wade, K.C.....Vancouver.	J. M. Pearson.....Vancouver.
W. P. Argue.....Vancouver.	E. P. Davis, K.C.....Vancouver.
Dr. W. D. Brydone-Jack.Vancouver.	Rt. Rev. A. U. DePencier.New Westminster.

For Chancellor the candidates were Hon. F. L. Carter-Cotton, M.L.A., and Sir Charles Hibbert Tupper. The former was elected by 376 to 242 ballots. The Act under which the University was being constituted provided for the affiliation of Theological Colleges; the limitation of their degree-conferring power to graduates in Divinity (conditioned on the previous attaining of a B.A. degree); and the allotment to the Colleges of lands on the University campus where they could erect buildings. During 1912 arrangements were underway for the construction of Methodist, Presbyterian and Anglican Colleges along these lines. The institutions included Ryerson College (Methodist), Latimer Hall (Anglican) and Westminster Hall (Presbyterian), and a basis of co-operation was come to in several important matters. During the year Rev. Dr. S. D. Chown, General Superintendent of the Methodist Church, was appointed Principal of Ryerson; Latimer had its first graduating class and efforts were made to raise $100,000 to build at Point Grey while Ryerson aimed at $300,000; Westminster Hall had its 5th graduating class. Meantime, a projected Anglican Theological College, with Latimer and St. Mark's Halls affiliated, held a first meeting of its Board of Governors and

elected the Bishop of Caledonia President of the College for which $44,000 in cash was available. At the newly-established St. Mark's Hall, the Rev. C. A. Seager was appointed Principal and there were ten students in attendance. Okanagan College, Summerland, reported to the Baptist Church authorities an enrollment of 120 students.

As to Education in general an interesting incident was the completion during 1912 of the first year's publication of the *School Magazine* of British Columbia under the editorship of Clive Phillipps-Wolley, a most capable exponent of literature and patriotism. To Mr. McBride on Dec. 21, 1911, Earl Grey had written saying that a similar publication in New Zealand had done much to promote loyalty in thought and efficiency in education. A. N. C. King, B.A., of Victoria, was selected as Rhodes Scholar * from the Province for 1912 by a representative Committee. On Oct. 1 the Minister of Education stated that Technical Schools in the Province were essential and the matter would be taken up seriously in the near future. "Such Technical education as the Government has in mind should I think be kept separate from the University which will devote itself more to the higher branches of Engineering. While I was in England I devoted some attention to studying the plan they have adopted there and it seemed to me to be suited to our needs. The German plan would not suit us at all because it has an element of compulsion which would be impracticable in this country. The Polytechnic in London is also doing what struck me as the right kind of work and its management is assisted by representatives of the Trades and Labour Council who go every week or so to see what is being done and offer advice." At the Convention of School Trustees in Kamloops on Sept. 24th President Flumerfelt of Victoria spoke of conditions and problems throughout the Province. He suggested a Normal School for the Interior, Technical education, attention to beautifying School grounds, the bringing of the 1,200 Trustees of the Province into closer touch with the Teachers. For the year 1911-12 McGill University College of British Columbia reported at its Vancouver and Victoria branches 202 students in attendance. The general statistics of the Province for the year ending June 30, 1912, were as follows:

Number of School Districts	328
Number of Pupils enrolled	50,170
Average attendance of pupils	37,567·88
Number of Male teachers	351
Number of Female teachers	1,002
Amount expended by Provincial Government	$1,151,714
Total cost of Education	$3,882,488

Provincial General Elections of 1912

The Dissolution of the Legislature, in which there were 39 Conservatives, 1 Liberal, and 2 Socialists, was announced on Feb. 28th, immediately after prorogation, with Nominations for Mch. 12 and polling on the 28th. The Premier announced that the extensive nature of his Government's Railway guarantees and policy made it desirable to place the issue before the people. Arrangements were at once made

* NOTE.—Omitted at its proper place was the selection of Herbert Smith, Kingston, as Rhodes Scholar from Queen's.

for Mr. McBride, accompanied by Hon. W. J. Bowser, to campaign in the interior of the Mainland and his stated itinerary included Kamloops on Mch. 6th, Revelstoke on the 7th, Field and Golden on the 8th, Nelson on the 9th, Kaslo the 11th, Fernie the 12th, Cranbrook the 13th, and Trail and Rossland on the 15th; thence working back to the Coast through the Similkameen and the Okanagan.

Speaking to the Victoria Conservative Association on Feb. 28th the Premier was warmly optimistic as to the future of the Capital and of the Island, in rails, terminals and shipping facilities. The recently-arranged 200 miles of new Railway on Vancouver Island would involve $7,000,000 of expenditure and at no distant date there would be on the Island 1,000 miles of standard gauge lines—at present the actual mileage was 170, the mileage provided for 325, and the mileage immediately contemplated 320. At Field during his Interior trip the Premier announced that the poll-tax would be repealed in the next Session; at Rossland he dealt with Socialists who were "men with strenuous voices, shouting about wage slavery and the labour market, and similar rubbish. This narrow-minded class should not exist in British Columbia, where the man with pick and shovel to-day may own a saw-mill or mine to-morrow. There is no room in British Columbia for these narrow doctrines." The Premier was at New Westminster on Mch. 20th, addressed a Vancouver mass-meeting on the 21st, and was at Nanaimo on the 22nd, Ladysmith on the 25th, Sydney on the 26th, with a final meeting in Victoria on the 27th. The issues of the campaign were, of course, rather one-sided though the Liberals made a gallant endeavour to retrieve the situation. The Premier did not issue a Manifesto but *The Colonist* of Mch. 28, the Vancouver *Province,* and other papers, gave columns of reasons why his Government should be sustained. As a matter of record they may be summarized here:

1. Because the McBride Government proposes to open up the whole of Vancouver Island so that within five years Victoria will be the terminal point and headquarters of 1,000 miles of Island railway.

2. Because it has arranged to connect Vancouver Island and the Mainland by an all-rail line across the Seymour Narrows.

3. Because it is providing a modern fast car-ferry system, operated by the C.N.P., connecting Victoria with the Company's main lines; and another with the projected Vancouver-Fort George Railway.

4. Because it proposes to give the people in the Kettle River District a long-looked-for route from the Coast to the Kootenays.

5. Because by bringing the Canadian Northern system to Vancouver Island Mr. McBride has stirred the Canadian Pacific to action and inaugurated a rivalry between these two transcontinental railways as to which should the more rapidly develop the great resources of Vancouver Island and the Mainland as well.

6. Because by interesting the Canadian Northern in the development of the Province he also interested the group of capitalists associated with that Company whereby millions of dollars have already been expended in British Columbia in industrial enterprises and millions more will be spent.

7. Because the Government set apart Strathcona Park as a pleasure ground and obtained Legislative sanction for the expenditure of $100,000

this year in opening it by roads, thereby adding vastly to the importance of Victoria as a tourist centre.

8. Because in the next few years there will be an expenditure of $150,000,000 on different Railway projects throughout the Province.

9. Because a great Provincial University is under way, a Normal School costing $500,000 to be erected at Victoria, with, also, extensions to the Parliament Buildings costing $3,000,000.

10. Because past and present arrangements with the Canadian Northern had brought another Transcontinental Line to the Pacific and will create a great development in both Mainland and Island.

11. Because new Public Buildings are being erected and great highway projects carried out in every direction.

12. Because the Songhees River question, the Railway taxation matter, and question of Fisheries control were settled and the vital Better Terms agitation on the verge of settlement.

13. Because in nine years the financial position had been changed from $12,500,000 of Public Debt and a million dollar overdraft to one in which the cash Assets are sufficient to pay off the entire Public Debt and leave a Cash Surplus on hand.

14. Because in addition to extensive public works and the survey of millions of acres of land, the Province by 1915 will have increased its railway mileage by about 5,000 miles since 1903.

15. Because the Educational system has been extended to complete popular control with provision for Night Schools, free text books, manual training, and domestic science, and higher education.

16. Because a very extensive programme of advertising, information and illustrative work has been carried on through the Agent-General's office in London, the Provincial Bureau of Information and the Department of Agriculture, in order to attract immigration and settlement with 75,000 to 125,000 persons per annum now arriving.

Meantime the Liberals had done their best. On Feb. 28th and Mch. 1 a Convention was held in Vancouver with John Oliver, the defeated Legislative leader of 1909, in the Chair and confidence expressed in Sir W. Laurier and H. C. Brewster as the Provincial leader. A series of Resolutions were passed upon which it was proposed to fight the coming contest and were prepared as a Party platform by F. C. Wade, K.C., Chairman of Committee. A Provincial Association was formed with Mr. Brewster as President, Dr. W. T. Kirgin of Prince Rupert and F. J. Deane, Cranbrook, as Vice-Presidents. The following summary gives a general idea of the enormous mass of detailed ideas, criticisms, proposals and policies which finally went into the Platform:

1. Free homesteads to *bona fide* settlers; advances to settlers on easy terms to assist clearing; surveys to be accelerated; removal of reserves; no public lands for the speculator.

2. Public competition in timber lands; hand-logging licenses to be granted where conditions demand.

3. Coal lands not to be alienated, but leased under conditions to be fixed by statute; Government operation with a view to reduction of existing prices; Royal Commission to inquire into alleged exorbitant rates.

4. Immediate construction of Railway to Peace River; co-operation with Federal Government to connect Vancouver Island with mainland; no land subventions beyond what is necessary to secure construction; prevention of over-capitalization; all franchises to be open to public competition; freight and other rates and telegraph tolls to be under jurisdiction of the Dominion Railway Commission.

5. With a view to meeting the demands for the transportation of grain from Saskatchewan and Alberta, the immediate construction of Government Elevators.

6. That a Line owned and controlled by the Government should be constructed to give direct connection by the best route as to grades and distances between the Similkameen and other Interior districts and the Coast. The people to control the railways, not the railways the people.

7. The appointment of an Advisory Board in Educational matters; Technical Schools and an increase in agricultural and manual training; text-books to be issued by the Government free of cost.

8. Abolition of poll tax and personal and property tax, and raising of exemption of incomes to $2,000. School taxes not to be collected separately, but as a part of the general taxation.

9. A Provincial Department of Labour to be created and free Government labour bureaus to be established; prohibition of child labour, and a comprehensive system of industrial insurance; expansion of the scope of the Workmen's Compensation Act to cover all hazardous employment. Minimum wage established by law on Government work with an eight-hour day and six-day week.

10. A white British Columbia with continually increasing restrictive measures and the total exclusion of Orientals.

11. A declaration that the liquor traffic of British Columbia is at present under the absolute control of the Provincial Government and is used as a political machine. To insist on the complete removal of liquor question from party politics. A Local Option law for the protection of the public; careful inspection of all liquors offered for sale.

12. The immediate restoration of the Fisheries to white fishermen, and protection from foreign poachers. Police and License Commissioners to be elected by popular vote; adoption of the Torrens system of titles. Civil Service Commission for both inside and outside services.

13. Adherence to the principle of public ownership of public utilities, and the limitation of terms of franchises to corporations; renewing the same if in the public interest, or purchasing on equitable terms.

14. Government ownership of telephones; Franchise to women; a Canadian Navy.

An active Liberal figure in the ensuing contest was Ralph Smith, formerly Liberal-Labour M.P. for Nanaimo, who now ran in Vancouver. Of the other prominent Liberals in the field John Oliver in Delta, M. B. Jackson in Esquimalt, L. D. Taylor in Rossland, Maxwell Smith and J. N. Ellis in Vancouver, J. P. McConnell in Yale and Mr. Brewster in Victoria, did their best in an up-hill fight. In an Address signed by himself and R. T. Elliott, K.C., the other Liberal candidate in Victoria, Mr. Brewster declared strongly for Woman's Suffrage; for total Prohibition with Local Option as a preliminary; and for the revision of the Land laws.

Incidents of the contest included the candidacy of three Conservatives in Esquimalt with *The Colonist* supporting John Jardine the

late Member and a one-time Liberal who had changed his opinions; and the Premier appearing on the platform of R. H. Pooley who afterwards won by a large majority; the promise by Mr. Bowser at Vancouver on Mch. 21st that a Provincial Auditor would be appointed so soon as legislation could be enacted and his declaration that every rainbow in the sky had been chased by the Liberals and captured for their platform; an interview given by Sir Charles Hibbert Tupper (Cons.) to the Vancouver *Sun* on Mch. 10th in which he criticized the McBride Government as indulging "a reckless spirit of speculation," described the Railway aid policy as "raids upon the Provincial treasury and resources of British Columbia" and dealt in vigorous terms of criticism with Mr. Bowser, Attorney-General; the fact of 18 Socialists being in the field against the Government and two Independents; the election by acclamation on Mch. 14th of Hon. H. E. Young, Hon. Thomas Taylor, F. L. Carter-Cotton, J. G. C. Wood, S. A. Cawley, T. D. Caven, Ernest Miller, Neil F. MacKay and L. W. Shatford—all Conservatives. The final results on Mch. 28th were notable for the return of the Government with almost a clean sweep. No Liberals were elected and only two Socialists while individual Conservative candidates had large majorities. In the following table all the Conservatives were elected except in Nanaimo where John Place (Soc.) obtained a small majority and in Newcastle where Parker Williams (Soc.) managed to hold his seat:

Constituency.	Conservative Candidates.	Liberal and Socialist Candidates.	Member Elected.
Alberni	J. G. C. Wood		(Acclamation.)
Atlin	Hon. H. E. Young		(Acclamation.)
Cariboo	J. E. Fraser		J. E. Fraser.
	M. Callanan	J. Holt (L.)	M. Callanan.
Chilliwack	S. A. Cawley		(Acclamation.)
Columbia	H. G. Parson		
	H. E. Foster		H. G. Parson.
Comox	M. Manson	W. W. Lefeaux (S.)	M. Manson.
Cowichan	W. H. Hayward	Alex. Herd (L.)	W. H. Hayward.
Cranbrook	T. D. Caven		(Acclamation.)
Delta	F. J. Mackenzie	J. Oliver (L.)	F. J. Mackenzie.
Dowdney	W. J. Manson		
	A. McNeice		W. J. Manson.
Esquimalt	John Jardine		
	R. H. Pooley	G. Oliver (S.)	
	H. D. Helmcken	M. B. Jackson (L.)	R. H. Pooley.
Fernie	Hon. W. R. Ross	W. Davidson (S.)	Hon. W. R. Ross.
Grand Forks	Ernest Miller		(Acclamation.)
Greenwood	J. R. Jackson	G. Heatherton (S.)	J. R. Jackson.
Kamloops	J. P. Shaw	R. F. Leighton (L.)	J. P. Shaw.
Kaslo	N. F. Mackay		(Acclamation.)
Lillooet	A. McDonald	S. Henderson (L.)	A. McDonald.
Nanaimo	A. E. Planta	John Place (S.)	John Place (S.).
Nelson	W. R. Maclean	H. Wright (I.)	
		A. Harrod (S.)	W. R. Maclean.
Newcastle	Dr. R. B. Dier	P. Williams (S.)	Parker Williams.
N. Westminster	T. Gifford	Geo. Kennedy (L.)	T. Gifford.
Okanagan	Hon. Price Ellison	G. T. Stirling (S.)	Hon. Price Ellison.
Revelstoke	Hon. Thos. Taylor		(Acclamation.)
Richmond	F. L. Carter-Cotton		(Acclamation.)
Rossland	L. A. Campbell	L. D. Taylor (L.)	
		G. B. Casey (S.)	L. A. Campbell.
Saanich	Hon. D. M. Eberts	Wm. Noble (L.)	Hon. D. M. Eberts.
Similkameen	L. W. Shatford		(Acclamation.)
Skeena	Wm. Manson	A. M. Manson (L.)	
	Dr. W. B. Clayton	Ald. Montgomery (S.)	Wm. Manson.
Slocan	W. Hunter	A. Shilland (S.)	W. Hunter.
The Islands	Hon. A. E. McPhillips		Hon. A. E. McPhillips.
	Percy Winch		

Constituency.	Conservative Candidates.	Liberal and Socialist Candidates.	Member Elected.
Vancouver	Hon. W. J. Bowser..	Ralph Smith (L.)....	Hon. W. J. Bowser.
	H. H. Watson.....	W. S. Cameron (L.)..	H. H. Watson.
	A. H. B. Macgowan.	C. W. Enright (L.)...	A. H. B. Macgowan.
	C. E. Tisdall.....	Maxwell Smith (L.)..	C. E. Tisdall.
	G. A. McGuire.....	J. N. Ellis (L.).....	G. A. McGuire.
		W. Bennett (S.).....	
		J. Reid (S.).....	
		W. A. Pritchard (S.).	
		J. P. Lord (S.).....	
		J. McDonald (S.)....	
		S. Greer (I.).....	
Victoria	Hon. R. McBride....	H. C. Brewster (L.)..	Hon. R. McBride.
	H. B. Thomson.....	R. T. Elliott (L.)....	H. B. Thomson.
	H. F. W. Behnsen...	V. R. Midgley (S.)...	H. F. W. Behnsen.
	Fred Davey	B. J. Perry (I.).....	Fred Davey.
Yale	Alex. Lucas	J. P. McConnell (L.).	Alex. Lucas.
Ymir	J. H. Schofield.....	R. P. Pettipiece (S.).	J. H. Schofield.

Resources and Development of British Columbia

The latest Provincial estimates of the area of British Columbia gave it as 395,560 square miles or 253,010,000 acres. Physically this area was divided roughly into three, each with its special characteristics—(1) the islands adjacent to the Coast; (2) the great interior plateau, flanked by mountains on the east and west, and forming the southern half of the Mainland; (3) the northern half of the Mainland, separated from the plateau by various cross mountain-chains from whence sprang the headwaters of the Peace River. Of Provincial lines of development Mining has long been the best known. In a paper read on Nov. 29, 1912, C. S. Verrill, M.E., compared the resources of Colorado and British Columbia and declared that under similar development conditions the Provincial production would be $100,000,000 a year exclusive of coal, which should total $50,000,000 additional. Inaccessibility had been the obstacle in the path of progress. "Lack of railroads, waggon roads, trails and transportation facilities, with the extremely heavy growth of vegetation, deep snow in the higher altitudes for the greater part of the year, and long distances between supply points, have been responsible for this inaccessibility. But with the completion of the railroads that are now under construction there will be very large areas available for prospecting which have heretofore been impracticable."

In March it was announced that Sir Donald D. Mann had purchased 45 square miles of coal lands, for which he paid nearly $2,000,000, in the Ground Hog Mountain coal basin, where rich finds of smokeless anthracite coal had lately been announced. Comprising over 92,000 acres, this property was the controlling neck of a large surrounding field in which Sir Donald was already interested through his Portland Canal investments where he had a railway in operation from Stewart for a distance of 14 miles. These new fields were about ninety miles northeast from Stewart and the coal area was said to cover about 2,000 square miles of the territory embraced by the watershed of the Skeena, Stikine and Naas Rivers. During 1911 the Ground Hog fields were investigated by G. S. Malloch of the Dominion Geological Survey Department who stated that the coal was anthracite in character and averaged about eighty per cent. fixed carbon.

In a paper before the Canadian Mining Institute at Vancouver (Feb. 16) E. W. Parker of the U. S. Geological Survey estimated

Canada's Coal supplies at 100,000,000,000 tons. R. H. Hedley, Chairman of the Western Branch of the Canadian Mining Institute, stated (Feb. 16) that one of the Northern coal fields of British Columbia—little spoken of and overshadowed by recent developments in the anthracite field at the head-waters of Skeena River—was the Copper River coal-field which also was in Skeena District. It had been reported on by Edward Dinan of Seattle, who paid high tribute to the character and occurrence of the coal, called attention to the large area of undisturbed coal-bearing formation and argued a vast tonnage. Mr. Rees Treharne, of Cardiff, who reported for an English Company stated that 12,000,000 tons were available, from openings on Coal Creek, of seams already proven. At Rossland (July 30) information, originally prepared in 1903 by Bernard MacDonald, was reviewed and presented again by E. Jacobs, a well-known Mining authority. The facts stated were that within three great mountain areas of the same structural and mineralized nature the following product had been obtained up to the end of 1902:

Country.	Miles of Rocky Mountains.	Average Production per Mile.	Total Value of Production.
Mexico	1,700	$3,142,857	$5,500,000,000
United States	1,300	3,461,538	4,500,000,000
Canada	1,600	103,750	166,000,000

Hence the obvious probability that British Columbia had an enormous potential development ahead of it. During the year a steadily improved outlook for metalliferous mining was reported and in about two weeks—June 29 to July 15—dividends totalling $278,000 were paid by five Mining concerns of the Interior. On Sept. 18, the Canadian Mining Institute held a meeting at Victoria and were addressed by Sir R. McBride whom they asked to appoint a Minister of Mines while a similar Resolution was passed by the Associated Boards of Trade of Eastern British Columbia at Nelson on the 24th. Other incidents of the year included the Mining strike at Cumberland on Vancouver Island and the despatch by the Attorney-General of 100 picked Constables to guard the town during November; the statement that great mica deposits had been found at Mica Mountain with beds yielding sheets up to ten feet square. The total production of British Columbia, up to and including 1911, was $397,696,722 of which gold accounted for $137,175,683, and a production during the past four years as follows:

	1909 Value.	1910 Value.	1911 Value.	1912 Value. Estimated.
Gold (Placer)	$477,000	$540,000	$426,000	$500,000
Gold lode	4,924,090	5,533,380	4,725,513	4,960,800
Silver	1,239,270	1,245,016	958,293	1,676,200
Lead	1,709,259	1,386,350	1,069,521	1,520,000
Copper	5,918,522	4,871,512	4,571,644	8,338,500
Zinc	400,000	192,473	129,092	501,500
Coal	7,022,666	9,800,161	7,675,717	9,275,000
Coke	1,552,218	1,398,174	396,030	1,584,000
Miscellaneous	1,200,000	1,500,000	3,547,262	4,250,000
	$24,443,025	$26,377,066	$23,499,072	$32,606,000

In Agriculture and Fruit growing, poultry-raising, mixed farming, and dairying, marked progress was made in 1912 with plenty of room for expansion illustrated by the fact that in 1910-11 the Provincial

product, in this general connection, was $20,800,000 and the total importation of live-stock, dairy products, meats, fruits and vegetables, grain, etc., was $14,700,000. The former total included Milk $3,295,000; Fruit and Vegetables $5,084,000; Hay $4,913,000; Grain $2,160,000. The agricultural and fruit-growing Valleys of the Province were many and fertile with a splendid climate and constantly growing transportation facilities. Roughly estimated the fertile area of the best known regions, the Okanagan Valley, the North and South Thompson Valleys; the Nicola, Similkameen and Kettle River Valleys; the Peace River, Lillooet and Cariboo Districts, the East and West Kootenay Districts, was a million acres with an average product of 25 bushels of wheat, 39 of oats and 33 of barley. In reality there were many millions more than that—the late Dr. G. M. Dawson crediting the portion of the Peace River Valley in British Columbia with 10,000,000 acres, alone, of wheat lands.

During 1912 Irrigation was becoming more and more a factor in this connection and A. C. Flumerfelt, before a Victoria gathering (Jan. 30), pointed out the results in promoting production in Kelowna, Penticton, Grand Forks, Naramata, Peachland, Summerland, Kaledon and Vernon. "Before the discovery that some of our worthless-looking lands were among the finest in the world for the production of fruit, and before the opening-up of Central British Columbia, we used to imagine that the extreme limit of acreage suitable for agriculture was 10,000,000 acres. Since then over 3½ million acres have been surveyed, and increasing knowledge enables us to estimate the area of valuable land at 25,000,000 acres." In the Peace River region, James Rutherford of Victoria, after traversing large areas of it, said to the press (Feb. 14) that "along the Halfway River the Valley is from three to four miles wide, and embraces a succession of level flats for nearly a hundred miles, including expansive tracts of excellent black loam, which is the finest land I have seen in British Columbia. This is, too, one of the most charming and picturesque Valleys in the whole Dominion."

The Prince Rupert Valleys were described by W. E. Scott, Deputy Minister of Agriculture (May 17, 1912), as having a great future before them. "It is primarily a country for small fruits. Hay and grain crops will ripen well and should yield heavily. The country is also particularly well adapted to dairying, especially the lower Naas Valley. When these Valleys are opened up by railway connection they will forge rapidly to the front, and prove some of the most productive regions in the whole Province, providing homes for thousands of settlers." Transportation difficulties were great and obvious. In the Okanagan, for instance, fruit men estimated in July that they would need 1,500 cars to ship the fresh fruit in the course of a month. F. W. Peters, of the C.P.R., stated in October that the product of this region had been 80 per cent. over 1911 and that they had shipped 750 tons of peaches out of Summerland alone. The Vancouver Board of Trade (in part) paid a visit to the Valley at this time and found people too busy picking and packing fruit to think of anything else.

As to Vancouver Island the soil was excellent, the cultivated areas settled with prosperous farmers, the Comox and Courtenay Valleys

famous for their fertility, the climate favourable and a wide area ready for settlement and clearing with many Railways under construction. Speaking of the Province as a whole Col. D. McCrae, the Dominion Sheep Commissioner stated in Toronto (Aug. 31) that "the outlook for sheep raising in British Columbia is exceedingly bright. Many times as many sheep as are now raised there should be produced. It is estimated that at the present time there are 30,000 sheep in the Province, and one firm of packers alone uses 100,000 carcases a year." To the Victoria press on his return from the North Hon. W. R. Ross (Oct. 14) said: "I am convinced that we have in this Province a large area of agricultural lands which have hitherto been considered of little or no value from an agricultural point of view. My information is that without infringing in any way on the timber lands of the Province there are thousands of acres of vacant Crown lands cleared, or partially cleared by nature, lying along the Cariboo road, extending easterly to the Clearwater and Thompson Rivers, including Horse-fly Lake and Canim Lake districts and extending westerly to the Fraser River into what is known as the Chilcotin district."

Lumbering in British Columbia has always been a basic industry and of late years has steadily developed. In 1904 the output was 325,271,500 feet, in 1908 710,364,500 feet, in 1911 1,100,000,000 feet. Speaking of this great resource A. C. Flumerfelt before the Vancouver Canadian Club (Feb. 8) estimated that there were 200 billion feet of timber in the 65,000,000 acres of British Columbia's commercial forest. R. E. Benedict of the new Forests Branch estimated at the close of the year that the forests of the Province were capable of yielding $90,000,000 a year for all time to come. "Bringing the estimate down to the very lowest, the area of timber-producing lands in the Province is 65,000,000 acres, and every acre should produce one hundred board feet per annum. This would make our yearly timber crop 6,500,000,000 feet worth about $5,500,000 to the Government and about fifteen times that amount to the community before reaching its final state of manufacture." As to Pulp-wood the estimated acreage (*Pulp and Paper Magazine*) was 40 millions with resources of 450 million cords. In this connection Mr. Price Ellison in his Budget Speech stated that:

> **We have in this Province a combination of the three factors which together insure the prosperity of the pulp and paper trade—factors without which the industry can nowhere be successfully maintained. These three factors are (1) cheap water power; (2) cheap timber; (3) cheap transportation in close juxtaposition. Washington, Oregon and California have the last two but they lack that most essential factor—cheap water power.**

British Columbia Fisheries had a successful year. In 1911-12 the total produce was $13,677,125 or an increase of $4,513,890 over 1910-11. Sir George Doughty, M.P., of England, organized early in the year the British Columbia Fish Co. Ltd. with a paid-up capital of $1,125,000 and the establishment of a salmon cannery, fertilizer and oil plants at Skidigat Inlet, Queen Charlotte Islands. Other

developments of the industry were projected, and in August Sir George said: "We have the licenses for 500 square miles of herring fishing, and the salmon licenses for the two principal inlets on the Island. We have now in operation a salmon-packing plant with a capacity of 20,000 cases per season, and we are establishing a herring plant with a capacity of 20,000 tons a year. We intend to start two entirely new industries. One will be the manufacture of what is called Marvis, which is to fish what Bovril is to beef, and the other is the manufacture of fish food for cattle and sheep." In May A. D. McRae, President of the Canadian Northern Pacific Fisheries, Ltd., stated that their profits for 13 months, to Dec. 31, 1911, were $478,073 with Assets of $5,038,052. The total Provincial Salmon pack in 1911 was 946,965 cases valued at about $5,000,000.

In other lines there was similar development. The Census returns showed an Industrial total output of $19,447,778 in 1900, $38,288,378 in 1905, and $65,204,235 in 1910—the latter year's figures including 651 establishments, $123,027,521 capital invested, 33,312 employees and $17,240,670 wages paid. The output in Vancouver had increased from $1,895,216 in 1900 to $4,990,152 in 1905 and $15,070,105 in 1910, or by 695 per cent. in the decade. As to population the figures in 1900 were 178,657 and in 1910 392,480 with an estimated 500,000 in 1912. The total immigrants by sea ports, giving British Columbia as their destination in 1911-12, were 31,261. The Clearing-house figures of Vancouver were $543,484,354 in 1911 and $644,118,877 in 1912 and in Victoria had $134,929,816 and $183,544,238 respectively. The Federal figures in Railways showed a total mileage (Mch. 31, 1912) of 1,854 with 1,299 miles under construction.

The total value of the product of Manufactures, Mining, Timber, Agriculture and Fisheries was estimated at $134,000,000 in 1912. Incidents of the year included the holding of the 6th annual Convention of the Western Canada Irrigation Association at Kelowna on Aug. 13-16 with Hon. W. R. Ross in the chair, addresses by Hon. Price Ellison, Mayor J. W. Jones, J. S. Dennis and R. H. Campbell, the reading of a number of valuable papers and the election of Hon. Duncan Marshall of Edmonton as President; the holding at Victoria of the 13th annual Convention of the Canadian Forestry Association with John Hendry in the chair and addresses by Sir R. McBride, Hon. C. H. Campbell of Winnipeg, James White and R. H. Campbell, Ottawa, J. B. Knapp, Washington, H. R. MacMillan, Hon. W. R. Ross, Dr. B. E. Fernow, Hon. Jules Allard and G. C. Piché, Quebec, Aubrey White of Toronto, Hon. J. K. Flemming, Fredericton, and many others; the statement by A. D. Davidson of the Canadian Northern (Feb. 14) that "various coal, fishing, whaling and lumber companies with which I am connected, have had a busy twelve-month and will extend their operations as fast as possible. The saw-mill plant at Fraser Mills is running night and day and has booked larger orders than were ever secured in the past. The Whaling Company had a very good season and will shortly establish another station at an important point, while the Wallace Fisheries, Ltd., is steadily acquiring or building new Canneries and cold storage plants."

XI.—INTER-PROVINCIAL AND MUNICIPAL AFFAIRS

Jan. 4.—The 1st annual Convention of the Associated Boards of Trade of Southern Saskatchewan is held at Regina with Richard Loney in the chair. Resolutions are passed (1) asking the Saskatchewan Government to obtain a special grain rate to Duluth and Minneapolis; (2) approving a Canadian National Highway from Atlantic to Pacific and urging co-operation and subsidies on the part of all Governments concerned; (3) urging the Railway Commission to refund to the proper persons all the "excessive and unjust freight rates collected under the existent rate scale when the reduced rates become effective on Apl. 1, 1912; (4) asking the Provincial Government to appoint an expert official to look after Railway, Telegraph and Express tariffs; (5) requesting the Dominion Government to thoroughly investigate the natural resources of Saskatchewan; (6) urging the Dominion Government to continue negotiations with the United States with the object of creating a Joint Commission vested with the necessary powers to regulate and control railway freight rates in international traffic; (7) requesting the immediate construction of the Hudson's Bay Railway. R. Loney, of Moose Jaw, is elected President, and A. T. Hunter, Regina, and J. Gaye, Lemberg, Vice-Presidents.

Jan. 17-18.—The 14th annual Convention of the Associated Boards of Trade of Eastern British Columbia is held at Rossland, with F. A. Starkey in the chair. Resolutions are passed (1) favouring the reclamation of waste lands in the Creston Valley; (2) asking the Dominion Government to place a duty of not less than two cents per pound on all spelter coming into Canada—remitting such duty where it is shown to the satisfaction of the Government that such spelter is the product of Canadian ores smelted in bond in the United States; (3) urging the early construction of railways from Nelson to Ainsworth, Slocan City, and Ymir, etc.; (4) urging the Dominion Government to appoint a Commission to inquire into the high cost of living; (5) asking Federal aid, by Tariff or bounty, to the silver, lead and zinc industries, and an import duty on rough lumber and fresh fruit; (5) supporting the plan of a Canadian National Highway and the Provincial completion of the trunk road to the Alberta boundary; (6) asking the Provincial Government for facilities in the formation and operation of Rural Telephone lines with a measure of Government assistance; (7) suggesting that gold and silver should be purchased in Canada for coinage at the Canadian Mint. F. A. Starkey is re-elected President, H. Giegerich, Vice-President, and A. B. Mackenzie, Sec.-Treas.

Jan. 29.—Mr. Roche, Secretary of State, in the Commons gives the following as the total Dominion Expenditure in the various Provinces during the past ten years:

	Public Buildings.	Wharfs, Piers, Breakwaters, etc.	Total.
Nova Scotia.....	$1,547,440 17	$3,054,150 68	$4,601,590 85
New Brunswick....	897,555 93	2,381,247 43	3,278,803 36
Quebec	5,185,207 90	10,461,565 19	15,646,773 09
Ontario	16,021,273 21	5,910,460 88	21,931,734 09
British Columbia...	1,958,090 07	1,080,405 12	3,038,485 19
	$25,609,567 28	$22,887,829 30	$48,497,386 58

Feb. 1-2.—The 2nd annual Convention of the Ontario Associated Boards of Trade is held in Toronto, with W. J. Gage in the chair, and 50 municipalities represented. Resolutions are passed urging the prevention of the practice of bonusing industries; a wide prosecution of the Good Roads policy; extension of the Hydro-electric system throughout New Ontario and the appointment of a permanent Commission to look after the settlement, organization and general well-being of that region; extension of the Government Railway to Toronto, Hudson's Bay and Georgian Bay; establishment of a Prison Farm in New Ontario; care of the levels of the Great Lakes and improvement of the St. Lawrence water route with the enlargement of the Welland Canal and the making of the French River navigable; appointment of a Commission to regulate Canadian marine shipping rates; better control by Government of new townships, clearing, building, town planning, etc., in New Ontario. Dr. H. T. Reason, London, is elected President; Col. W. N. Ponton, Belleville, A. J. Young, North Bay, and R. Home Smith, Toronto, Vice-Presidents; F. G. Morley, Toronto, Sec.-Treas.

Feb. 17.—The Canadian Council of Agriculture, representing the Grain Growers' Association of Alberta and Saskatchewan, the Dominion Grange and the United Farmers of Alberta, elect the following officers: President, R. C. Henders, Manitoba; Vice-Presidents, J. A. Maharg, Saskatchewan, and E. C. Drury, Ontario; Secretary, E. J. Fream, Calgary, Alta.

Feb. 21.—In the Regina *Leader* there appears a long letter from A. B. Johnston, of Nokomis, urging the separation of the Western Provinces from Canada and their establishment as a Crown Colony of Great Britain, so that "we can make our own trade agreements with other nations through our Ambassador at London."

Mch. 4.—A much-discussed newspaper statement of views attributed to W. J. Tregillus, President of the United Farmers of Alberta, in favour of Western Secession from Canada, is explained by him as follows: "The Secession question was not discussed at any regular meeting of the Delegates. It arose informally among them as the result of a letter which appeared several times in a Regina paper. The writer of this letter, a farmer at Nokomis, asked the question: 'Should the Prairie Provinces become a British Crown Colony?' I can say without exaggeration that the proposal, while it was not discussed at the meeting, made a profound impression among many of the farmers present. They seemed to take hold of the idea expressed by the writer of that letter as affording a possible relief from the conditions under which they are now labouring."

Mch. 6-7.—The 7th annual Convention of the Association of Rural Municipalities meets in Regina with James Smith, of Yellow Grass, in the Chair. Resolutions are passed (1) urging a grant to the Municipal Boards of sums to be spent on improvement of public highways and to be used at their discretion; (2) declaring in favour of consolidated rural schools and asking for legislation whereby the Educational work in a rural municipality can be centralized and governed by an Education Board or standing committee of the Council; (3) asking the Provincial Government to give the municipal councils power to accord such rebate on the taxes of the actual settler and cultivator of the land as the condition of affairs within that particular municipality may merit; (4) declaring that the Provincial Government should enter into negotiations with the Dominion Government to secure a grant replacing the revenue lost to the Province

by C.P.R. lands not being taxable. George Thompson, Indian Head, is elected President.

Mch. 7.—J. N. Bayne, Deputy Minister of Municipal Affairs, Saskatchewan, states that on Sept. 1, 1905, 882 Townships were enjoying local organization, while on Dec. 31, 1911, 2,528 Townships were enjoying these privileges. On Dec. 1, 1909, there were two rural municipalities, and on Dec. 31, 1911, there were 172 rural municipalities.

Mch. 19.—At a meeting in Sherbrooke, Que., the Eastern Townships Associated Board of Trade is organized in order to promote the commercial, financial, farming, industrial, mining and correlated interests of the Eastern Townships. E. W. Farwell, Sherbrooke, is elected President, and C. R. Bradford, Secretary.

Mch. 20.—James Smith, of Yellow Grass, a prominent farmer of Saskatchewan, writes to the *Farmer's Sun*, Toronto, that "a feeling of bitterness is springing up against the Eastern manufacturer and many now refuse to purchase any but foreign goods. It will be easy to intensify this feeling to such a degree that the West will be lost as a market for goods manufactured in the East. Conditions are such that should a strong leader arise it might even now be too late to prevent a separation between the East and the West."

Mch. 31.—The following is the value of the Fisheries product of the various Provinces for year ending at this date:

	Value.		Value.
British Columbia....	$13,677,125	Prince Edward Island.	$1,196,396
Nova Scotia.....	9,367,550	Manitoba	1,113,486
New Brunswick.....	4,886,157	Saskatchewan	139,436
Ontario	2,205,436	Yukon	111,825
Quebec	1,868,136	Alberta	102,325
			$34,667,872

Apl. 25.—The City Commission form of Government comes into operation in St. John with J. H. Frink, Mayor, and the election of four Commissioners—H. R. McLellan, H. B. Schofield, R. W. Wigmore and M. E. Agar.

June 30.—Federal official statistics give the following as the total Provincial guarantees upon Railway bonds to date:

	1911.	1912.
Manitoba	$20,899,660	$20,899,660
Alberta	25,743,000	45,489,000
Saskatchewan	11,999,000	32,500,000
Ontario	7,860,000	7,860,000
Nova Scotia.....	5,022,000	5,022,000
British Columbia.....	23,196,832	38,946,832
New Brunswick.....	700,000	1,893,000
Quebec	476,000	476,000
Total	$95,896,492	$153,085,492

July 17.—Berlin, Ont., celebrates its accession to the ranks of Canadian Cities.

Aug. 2.—All the Provinces of Canada having accepted by concurrent legislation the terms of the Canadian Medical Act, medical reciprocity throughout Canada goes into effect and henceforth any physician holding a certificate of the Dominion Medical Council may practise in any Province.

Aug. 13.—The Northern Saskatchewan Board of Trade Association is organized at Prince Albert to deal with problems of transportation, colonization, labour, etc. Sydney Smart, of Melfort, is elected President, G. R. Neilson, Shelbrook, Vice-President; and Walter E. Gunn, of Prince Albert, Hon. Secretary.

Aug. 21.—The Union of Nova Scotia Municipalities meets at Antigonish with A. S. MacMillan in the chair. Various papers are read and Resolutions are passed (1) asking the Provincial Legislature to allow Municipalities to sell lands on which taxes remain unpaid for two successive years; (2) urging the appointment of a Provincial Commission on Assessment; (3) requesting an amendment to the Game Act making the close season from Jan. 1 to Oct. 1; (4) suggesting the Provincial appointment of a Municipal Auditor and the adoption of a uniform system of municipal accounting; (5) favouring the organization of industrial farms in each municipality. Mayor A. D. Gunn, of Sydney, is elected President and Arthur Roberts, Bridgeport, Hon. Secretary.

Aug. 21-22.—The 18th meeting of the Maritime Provinces Board of Trade is opened at Truro, N.S., with Dr. Dunbar in the chair. Resolutions are passed (1) asking the Dominion Government to relieve the municipalities of financial liability in the use of Militia to enforce Civil authority; (2) urging the Dominion Railway Commission to compel the Railways to charge in future the same passenger rates from the West to the East as from the East to the West. Matthew Lodge, Moncton, is elected President and Thos. Williams, Secretary.

Aug. 27-29.—The Union of Canadian Municipalities meets at Windsor, Ont., with J. W. McCready in the chair. Resolutions are passed (1) opposing the C. P. R. application to increase its capital; (2) asking that the Canadian Government, instead of hearing appeals from the Dominion Railway Commission, should order new hearings by the Commission; (3) declaring that Railway Commission decisions concerning Provincial corporations should be made more effective; (4) requesting Dominion legislation to place beyond doubt "the subjection of all Power Companies to Municipal control of streets and to the provisions of the Railway Act"; (5) urging some check upon the unnecessary waste of natural gas; (6) requesting an amended form of Post Office Money Order and that Municipalities be relieved of expense in connection with movements of Militia in aid of the Civil power; (7) asking Provinces to grant Cities full autonomy and to form Municipal Departments in their Governments; (8) approving Town Planning and urging better regulations as to Civic beauty and health; (9) approving the proposal that Dominion and Provincial Governments should contribute toward municipal expenses when Government property exists in a City free of taxation; (10) asking Provincial Governments to permit municipalities to issue Debentures for purchase of open spaces for parks and play-grounds. Officers are elected as follows:

President	Charles Hopewell	Ottawa.
1st Vice-President	L. A. Lavallee, K.C.	Montreal.
2nd Vice-President	R. D. Waugh	Winnipeg.
3rd Vice-President	J. L. Beckwith	Victoria.
Hon. Sec.-Treas	W. D. Lighthall, K.C.	Montreal.

Sept. 11-12.—The 8th annual Convention of the Union of Alberta Municipalities meets at Innisfail, with Mayor J. W. Mitchell, of Calgary, in the chair. Resolutions are passed (1) favouring the optional imposition of a poll-tax by municipalities; (2) asking the Provincial Government to establish places of detention for persons mentally afflicted, but not dangerously insane, and for a Reformatory Home for unfortunate women and girls; (3) opposing all forms of municipal bonus to industrial or other concerns; (4) denouncing the C. P. R. stock increase

of $60,000,000 unless accompanied by ample Government control of freight and passenger rates; (5) declaring it advisable that towns and villages be given the privilege of augmenting their revenues by collecting business taxes, and issuing licenses, and that the adoption of the Single Tax system be made optional. Mayor Layton, of Camrose, is elected President and G. J. Kinnaird, Edmonton, Sec.-Treas.

Sept. 18-19.—The Associated Boards of Trade of Western Canada hold their Ninth Annual Convention at Moose Jaw, with twenty-six Delegates present and Wm. Georgeson, of Calgary, in the chair. Resolutions are passed (1) favouring an International Joint Railway Commission to regulate Railway rates in and out of Canada to the United States; (2) urging the Dominion and Provincial Governments to establish interior Storage Elevators at convenient points and short distances apart; (3) approving the action of the Provincial Governments in obtaining last year a reduced rate for grain and urging a renewal of the arrangement in 1913; (4) urging upon the Dominion and Provincial Governments the necessity of developing Western grain routes and of providing proper facilities for the handling of grain at Western terminal points; (5) deprecating the circulation of unclean bank notes, asking for an extension of Dominion immigration policy, for a more simple Provincial Chattel Mortgage Act, and for a Provincial Employment Bureau; urging the Western Governments to legislate for the encouragement of Industrial education.

Nearly every Delegate has a Resolution on the Sub-division matter and the following is finally passed: "This Association places on record its sharpest condemnation of all attempts to mislead the people of Eastern Canada and the Old Country by parties having worthless Sub-divisions to exploit; and warns intending purchasers to investigate fully all such propositions before investing; and we also memoralize the different Provincial Governments to give consideration to this problem with a view to taking such steps as may be within their power to remedy this evil." M. Isbister, of Saskatoon, is elected President; R. Loney, Moose Jaw, E. D. Martin, Winnipeg, A. A. Wilson, Fort William, and E. A. Dagg, Calgary, Vice-Presidents.

Sept. 26.—The Commissioner of the Regina Board of Trade (L. T. McDonald) takes the unusual course of issuing an official Memorandum in which he condemns two much-advertised Subdivisions of Regina—Belgravia and Mayfair—as being "some miles outside the City."

Oct. 2.—Hon. J. D. Hazen opens at Montreal what is said to be the largest concrete Elevator in the world, with a capacity of 2,500,000 bushels.

Oct. 19-26.—The 7th International Dry Farming Congress meets at Lethbridge and is opened by Lieut.-Governor G. H. V. Bulyea, of Alberta. Delegates (2,594) from all parts of Canada and the United States are present with visiting Delegates from Brazil, Chili, Persia, Turkey, Russia, Mexico and other countries and exhibits are shown from various Provinces, States and Countries. At the opening President John A. Widstoe is in the chair; a message of welcome is read from H.R.H. the Duke of Connaught and addresses are given by Hon. Martin Burrell, Dominion Minister of Agriculture, and many others. The winner of the Championship Prize (a $2,500 farm engine) for the best wheat grown under Dry-farming conditions is announced to be H. Holmes, of Raymond, Alta., who secures the award amid much competition. In other directions the success of Canadians is notable—A. Perry, Cardston, Alta.,

winning the Award for the best Individual farmer's exhibit, while Cardston also carries honours for the best District exhibit of grasses and forage crops. The best exhibit of sheaf grain goes to Pincher Creek, with Indian Head second. The splendid trophy awarded to the State or Province having the finest representative exhibit at the Exposition is won by Saskatchewan. To Manitoba goes victory in the grain-growing class. British Columbia is awarded the Trophy for the best exhibit of Fruit at the Congress, and the first prize for early potatoes, the first and second prizes for late potatoes, together with the sweepstake prize for the best potatoes on exhibit, are awarded to this Province. Hon. W. R. Motherwell, Minister of Agriculture, Saskatchewan, is elected International President for 1913, with Oklahoma as the place of meeting.

Oct. 22-23.—The Union of British Columbia Municipalities meets at Revelstoke, with A. E. Planta in the chair, and addresses by F. S. Spence, Toronto, Hon. Dr. Réaume, Ontario Minister of Public Works, J. N. Bayne, Regina, John Perrie, Edmonton, L. A. Cannon, K.C., Quebec. Resolutions are passed in favour of a Provincial Telephone Commission; of Municipal power to purchase, own, construct, maintain and operate a Telephone system within the corporate limits; of some provision to prevent School Boards throughout the Province from expending more money than is provided in the Estimates, subject to an agreement between the Council and the Board. Another motion urges the Government to draft a Model Act enabling any municipality, on a sufficient vote of the people, to adopt the best features of what is known as the Commission form of government; and declares that no lands should be exempted from taxation. Mayor J. A. Lee, of New Westminster, is elected President and H. Bose, of Surrey, Sec.-Treas.

Oct. 23-24.—The Union of New Brunswick Municipalities meets at St. Stephen, with M. G. Siddall in the chair and many useful papers presented. Resolutions are passed declaring (1) that through trunk roads should be established between Nova Scotia, Quebec and the State of Maine, and that these roads be built and maintained at the expense of the Province with such aid as may be obtained from the Government of Canada; (2) that the Highway Act should be amended by making provision for a system of patrol of roads; (3) that the Province should employ an official skilled in road construction who could devote his time exclusively to the Highways. W. E. Farrell, Fredericton, is elected President, and J. W. McCready, Hon. Sec.-Treas.

Nov. 8.—After a preliminary meeting at Winnipeg, on July 18, the Western Canada Civic and Industrial League is organized at Regina, with Mayor R. D. Waugh, Winnipeg, as President; Mayor J. W. Mitchell, Calgary, and Mayor P. McAra, Regina, as Vice-Presidents, and C. F. Roland, Winnipeg, as Sec.-Treas. The chief Resolution passed is as follows: "That the practice of granting money or land or bonuses of any nature to, or the guarantee of bonds of, corporations, firms, or individuals, in consideration of their establishing and operating factories, businesses, or industries, in Western Canada is not in the best interests of Western Canada and should be discouraged. Further, that action be taken by the League and by the various Cities comprising it, to make representations to the several Western Provincial Governments to the end that uniform legislation be enacted reducing the evil to a minimum and, if possible, abolishing it."

Nov. 16.—The 1st Town Planning Convention of Alberta is held at Edmonton, and Mayor Armstrong is elected President, with G. W. Lemon, Calgary, as Sec.-Treas. Resolutions are passed (1) endorsing the principles of G. P. Smith's proposed Townsite and Sub-division Act in the Alberta Legislature; (2) recommending the advisability of reserving a strip of land on each side of all rivers, and along the shores of all lakes, of sufficient width to fully protect utilization of such rivers and lakes; (3) asking the Provincial Government to pass an Act respecting Town Planning modelled after the English Act as adopted in New Brunswick, with such modifications as may be suggested by the Executive; (3) approving the building of workmen's houses as a municipal venture and experiment.

Nov. 26.—The 4th Annual Convention of the Alberta Local Improvement Districts Association is held at Edmonton, and deals largely with the new Municipal Act. Resolutions are passed (1) declaring that the Government should enact such legislation as will compel Insurance Companies doing business in the Province to issue policies covering the entire growing and harvesting period; (2) asking the Government to amend the Local Improvement Act so that the minimum taxation on any lot or fraction of a section containing not less than one acre, be not less than $3.00, and on any lot, or any sub-division, or plan in any sub-division, or plan in any part of a section containing less than one acre, be not less than $2.00. Herbert Greenfield, Edison, is elected President and James McNichol, Blackfalds, Sec.-Treas.

Nov. 26-27.—The Union of Manitoba Municipalities meets in Winnipeg with R. Forke in the chair. Resolutions are passed (1) demanding legislation to compel Railways to destroy gophers burrowing on their right of way; (2) asking for the right of commutation in Statutory labour taxes; (3 condemning the policy of bonuses to industries in any town or city; (4) asking that the Provincial Government throw open all swamp lands to homesteaders and that plans of sub-divisions be submitted for approval to the Municipal Council in the town where the land is situated, within 30 days after registration in the Land Title Offices; (5) requesting that a wire fence be erected along the International boundary line to check the growth of the Russian thistle; (6) supporting the Good Roads movement and asking for a Provincial Commission to inquire into Drainage matters (7) urging the Medical Inspection of schools and declaring that the equalization of assessments in union school districts and all adjustments of expenses in such districts should be determined each year by the Mayors, Reeves, and Inspectors of the municipality concerned. R. G. Willis is elected President and John Cardale, Sec.-Treas.

Nov. 29.—The outstanding Funded Debt of the Canadian Provinces is stated by F. Williams-Taylor, in London, as £14,635,000 *plus* Treasury Bills of £2,065,000 and guarantees of £7,167,000, or a total of $104,000,000.

Nov. 29.—The Quebec Board of Trade passes a Resolution in favour of the British project for a Railway across the Island of Newfoundland from Green Bay to Bay of Islands, and for a connecting line of large train ferry steamers to carry fresh fish in refrigerator cars, and other traffic, across the Gulf of St. Lawrence to Gaspé and other ports in Canada.

Dec. 1.—The Canadian Bank Clearings in the Cities of Canada during 1912 were as follows:

Clearing House.	Clearings.	Clearing House.	Clearings.
Brandon	$32,297,075	Moose Jaw	63,090,348
Brantford	31,337,116	Ottawa	244.123,451
Calgary	275,491,303	Quebec	158,759,585
Edmonton	220,727,617	Regina	115,727,647
Fort William	40,503,087	St. John	88,969,218
Halifax	100,467,672	Saskatoon	115,898,467
Hamilton	167,712,729	Toronto	2,160,229,476
London	33,485,947	Vancouver	644,118.877
Lethbridge	84,526,961	Victoria	183,544,238
Montreal	2,845,470,000	Winnipeg	1,537,817,524
Total			$9,144,298,338

Dec. 4.—The Maritime Provincial Premiers meet at Amherst, N.S., and discuss in Conference (1) the representation from the Maritime Provinces in connection with re-distribution; the Highways and Agricultural grants of the Federal Government; the alleged injustice of the Federal authorities in dealing with the Land assets of the Dominion without giving a return consideration to all the original Provinces of the Dominion.

Dec. 18.—Toronto's first Civic Street Railway car is inaugurated by Mayor H. C. Hocken.

Dec. 31.—The institutional investments—Trust, Loan, Life, Fire and Accident Insurance Companies—in the Prairie Provinces is stated as follows:

	End of 1910.	End of 1911.	Year's approx. Inc. p.c.	Estimate for End of 1912.
Manitoba	$86,220,044	$103,111,097	20	$115,000,000
Saskatchewan.	49,164,039	68,112,067	40	90,000,000
Alberta	24,711,594	34,112,195	40	45,000,000
	$160,095,677	$205,335,359	100	$250,000,000

Dec. 31.—The following table gives details, from the Census statistics of 1910 regarding population, industries and rate of progress in the chief Canadian cities and towns since 1900:

City.	Population, 1910.	Value of Industrial Product, 1910.	Increase per cent. in Product.
Montreal	470,480	$166,296,972	145·18
Toronto	376,539	154,306,948	243·18
Ottawa	87,062	20,924,331	137·18
Hamilton	81,969	55,125,946	292·51
London	46,300	16,273,999	97·84
Brantford	23,132	16,866,229	270·62
Kingston	18,874	3,860,142	23·98
Peterborough	18,360	10,633,119	309·75
Windsor and Walkerville	21,131	12,113,279	1,171·03
Fort William	16,499	534,097	....
Berlin and Waterloo	19,555	12,078,783	332·07
Guelph	15,175	7,392,336	148·57
St. Thomas	14,054	3,573,820	49·36
Stratford	12,946	5,133,840	244·22
Owen Sound	12,558	2,852,267	80·23
St. Catharines	12,484	6,024,217	146·42
Port Arthur	11,220	973,668	147·10
Sault Ste. Marie and Steelton	14,920	7,842,384	194·56
Chatham, N.B	10,770	5,023,560	137·39
Galt	10,299	5,252,600	100·38
Vancouver	100,401	15,070,105	695·16
Quebec	78,810	17,149,385	158·71
Halifax	46,619	12,140,409	68·66
Calgary	43,704	7,751,011	2,893·83
St. John	42,511	10,081,667	23·97
Victoria	31,660	4,244,034	6·67
Maisonneuve	18,684	20,813,774	469·68
Sydney	17,723	9,395,017	2,698·26
Sherbrooke	16,405	3 934,510	92·57
Lachine	10,699	6,295,716	363·49

Dec. 31.—The Building permits issued in the chief centres of Canada during 1912 were as follows:

City.	1912.	City.	1912.
Brandon	$1,166,214	New Westminster	$1,634,528
Calgary	20,394,220	Ottawa	3,621,850
Edmonton	14,446,819	Port Arthur	2,494,179
Fort William	4,211,285	Prince Albert	2,006,925
Halifax	597,775	Regina	8,047,309
Hamilton	5,491,800	Saskatoon	7,640,530
Lethbridge	1,358,250	South Vancouver	2,600,000
London	1,136,108	Toronto	27,401,761
Maisonneuve	2,685,828	Vancouver	19,428,432
Medicine Hat	2,836,239	Victoria	8,208,155
Montreal	19,641,955	Winnipeg	20,475,350
Moose Jaw	$5,275,797		

Dec. 31.—The Census Statistics of population (1910 and 1900) in Canadian Provinces were as follows:

Provinces.	1910.	1900.	Increase or Decrease.	Increase or Decrease, p.c.
Alberta	374,663	73,022	301,641	413·08
British Columbia	392,480	178,657	213,823	119·68
Manitoba	455,614	255,211	200,403	78·52
New Brunswick	351,889	331,120	20,769	6·27
Nova Scotia	492,338	459,574	32,764	7·13
Ontario	2,523,274	2,182,947	340,327	15·58
P. E. Island	93,728	103,259	9,531	9·23
Quebec	2,002,712	1,648,898	353,814	21·46
Saskatchewan	492,432	91,279	401,153	439·48
Yukon	8,512	27,219	18,707	68·73
N.-W. Territories	17,196	20,129	2,933	15·79
Total	7,204,838	5,371,315	1,833,523	34·13

Dec. 31.—The Mineral production of Canadian Provinces for the calendar year—a total increase of $29,000,000—was as follows:

Nova Scotia	$18,843,324	Saskatchewan	$909,934
New Brunswick	806,584	Alberta	12,110,960
Quebec	11,675,682	British Columbia	29,555,323
Ontario	51,023,134	North West Territories	5,887,626
Manitoba	2,314,922		
Total			$133,127,489

Dec. 31.—During the year the 2nd annual Convention of the Associated Boards of Trade of Southern Alberta met at Macleod and elected E. N. Barker, Cardston, President, with C. A. Gigot, High River, and A. H. Allan, Macleod, as Vice-Presidents; the Federated Boards of Trade of Quebec Province met at Quebec and elected J. G. A. Dubuc, Chicoutimi, as President; the Northern Ontario Associated Boards of Trade met and elected Taylor Pipe, President; the Associated Boards of Trade of Eastern Ontario met at Ottawa (Mch. 14), urged Georgian Bay Canal construction upon the Government, and elected Geo. S. May, Ottawa, President.

Dec. 31.—Some Municipal appointments during the year were as follows:

Corporation Counsel	Toronto	George R. Geary, K.C.
City Commissioner	Edmonton	A. J. McLean.
Manager of Exhibition	Regina	P. M. Bredt.
Chief City Attorney	Montreal	Charles Laurendeau, K.C.
Commissioner of Works	Toronto	R. C. Harris.
City Engineer	Victoria	Charles H. Rust.
City Solicitor	Victoria	T. R. Robertson, K.C.
President, Exhibition Association	Toronto	John G. Kent.

Feb. 2.—George Black, of Vancouver, for years the Conservative Leader in the Yukon Council, is appointed Commissioner.

Apl. 29.—The new Yukon Council is elected on Apl. 29th, with a Conservative majority, as follows:

White Horse...Patrick Martin.	North Dawson.A. J. Seguin.
White Horse...W. L. Phelps.	South Dawson.A. J. Gillis.
Klondyke.....E. A. Hogan.	South Dawson.Isaac Lusk.
Klondyke.....A. N. McK. Martin.	Bonanza.....G. N. Williams.
North Dawson.C. W. C. Tabor.	Bonanza.....D. C. Robertson.

Dec. 3.—John Black of Dawson is appointed Legal Adviser to the Yukon Council.

Dec. 31.—The Field Crops of the various Canadian Provinces (Federal statistics) were as follows in 1912:

Nova Scotia.....	$14,098,200	Manitoba	$15,736,700
New Brunswick.....	16,300,300	Saskatchewan	152,239,000
Quebec	65,476,000	Alberta	58,523,000
Ontario	204,549,000	British Columbia.	7,223,300

Dec. 31.—The Census statistics of Provincial Industrial output in 1910 were as follows:

Provinces.	Establishments.	Capital.	Employees.	Salaries and Wages.	Value of Products.
Alberta	290	$29,518,346	6,980	$4,365,661	$18,788,826
British Columbia..	651	123,027,521	33,312	17,240,670	65,204,235
Manitoba	439	47,941,540	17,325	10,912,866	53,673,609
New Brunswick...	1,158	36,125,012	24,755	8,314,212	35,422,302
Nova Scotia.....	1,480	79,596,341	28,795	10,628,955	52,706,184
Ontario	8,001	595,394,608	238,817	117,645,784	579,810,225
P. E. Island.....	442	2,013,365	3,762	531,017	3,136,470
Quebec	6,584	326,946,925	158,207	69,432,967	350,901,656
Saskatchewan	173	7,019,951	3,250	1,936,284	6,332,132
Total 19,218		$1,247,583,609	515,203	$241,008,416	$1,165,975,639

Dec. 31.—According to the *Pulp and Paper Magazine*, the following is a reasonable estimate of the Pulp resources of Canadian Provinces:

Province.	Acres.	Cords.
Nova Scotia	5,000,000	24,000,000
New Brunswick	20,000,000	100,000,000
Quebec	60,000,000	600,000,000
Ontario	40,000,000	400,000,000
British Columbia.....	40,000,000	450,000,000
Dominion Lands.....	100,000,000	450,000,000
Total	265,000,000	2,024,000,000

XII.—TRANSPORTATION INTERESTS AND INCIDENTS

General Railway, Canal and Shipping Events

Jan. 1.—It is estimated that $60,000,000 will be spent during the year on Railway construction in the Western Provinces, that 60,000 men will be required, with 3,000 miles of railway under construction.

Jan. 11.—The Great Waterways Union of Canada is organized at Berlin, Ont., for the purpose of developing the inland waterways of Canada and securing navigation for Ocean vessels on the Great Lakes *via* St. Lawrence and the Welland Canal route. D. B. Detweiler, of Berlin, is elected President and George Pattinson, Secretary.

Feb. 6.—Vice-President G. J. Bury of the C.P.R. makes this statement as to the alleged Car shortage of 1911-12 and the grain blockade of that period: "Up to Feb. 2, 1912, 94,577 cars of grain of the 1911 crop had passed inspection. On Feb. 2, 1911, 61,105 cars of the 1910 crop had passed inspection. That is to say in carrying the 1911 crop, the Railways handled, from the harvesting up to Feb. 2nd, 54 per cent. more cars than were handled up to the same date last year."

Feb. 13.—The Board of Railway Commissioners meet at Ottawa to commence consideration of the question of freight rates affecting the Provinces of Manitoba, Saskatchewan and Alberta as well as Ontario west of Port Arthur. According to an Order issued by the Board if it is found that the tolls charged by the Railways are excessive the Companies will be ordered to reduce them as the Board may determine.

Mch. 11.—The Railway Commission rescinds an Order lowering rates on the Yukon and White Pass Line and Chairman J. P. Mabee states that "while the people should be protected from extortionate charges it is of equal importance that the capital invested in Transportation Companies should be permitted to earn fair and reasonable dividends. Railway construction in Canada depends entirely upon outside capital; thousands of millions must be borrowed within the next generation or two. We have in Canada less than 30,000 miles of railway as against more than 230,000 miles in the United States. Within 50 years Canada will require greater railway mileage than now exists in the United States."

Mch. 31.—The 8th Annual Report of the Commissioners of the Transcontinental Railway shows an expenditure during the fiscal year of $21,110,993, and a total to date of $116,517,691; a grading to date of 1,609 miles with 1,702 miles of main line and sidings completed.

Mch. 31.—For this fiscal year the gross earnings of the Intercolonial (Government) Railway are $10,593,785, the working expenses $10,591,035, the Expenditure on Capital Account, $1,710,448; the total cost of the road and equipment to date is $94,745,819 and the length of line in operation 1,455 miles.

Mch. 31.—The Canal expenditure of the Dominion Government for the year is $4,081,406; the total amount since Confederation to

date—including $20,000,000 spent by Imperial and Colonial Governments prior to 1868—is $134,455,080; the Revenue (1912) is $264,114.

Mch. 31.—The Expenditures to date on the 915 miles of the Prairie Section, National Transcontinental Railway, are reported to the Government as $34,507,334, and on the Mountain Section, as $33,689,315.

Apl. 1.—Railways operating in Western Canada, in accordance with an Order of the Railway Commission, come under the new freight tariff affecting all points from Fort William and Port Arthur west of Winnipeg and made up on the same basis as the existing rate to Winnipeg. This meant that all the cities were placed on the same basis as Winnipeg.

Apl. 18.—On this and many other dates in elaborate articles and editorials the Winnipeg *Free Press* puts the case as follows against the Railways in the matter of rates: (1) That Railway rates in the West are from 20 to 180 per cent. higher than in the East; (2) that the cost of operation is not greater in the West than in the East; (3) that the density of traffic is not less but greater in the West than in the East; (4) that there is no difference in the receiving, loading, and billing out of freight East and West, or in the practice and system, or the equipment and the service rendered, for like quantities of freight over like distance.

May 10.—The Toronto *Globe* editorially defines its view of Railway rate reduction as follows: "Over and over again *The Globe* has pointed out that rate reductions in the West must be uniform in their application to the C.P.R., the G.T.P., and the C.N.R. and that the possible maximum reduction is that which can be borne, not by the C.P.R., the road best able to pay, but by the financially weakest road."

June 30.—Official statistics to date show the capital liability of Canadian Express Companies as totalling $4,705,200; the cost of real property and equipment as $2,668,523; the operating mileage as 30,445 and the net revenue less taxes, $1,121,065; the operating expenses as $4,880,120 and the total of Money Orders, etc., issued to be $56,995,122.

June 30.—Official Telephone statistics show 683 organizations of all kinds in Canada with a capital liability of $46,276,851 and a cost of real property stated at $56,887,799; earnings of $12,273,626 and operating expenses of $9,094,688; a wire mileage of 889,572 in which 252,610 is rural; a total of 370,884 telephones in use and 12,783 employees drawing $2,659,641 in the year.

June 30.—Telegraph statistics show for the year a Capital Stock, variously held, of $160,342,873, a Funded Debt of $42,237,491, the cost of real property and equipment as $184,149,677; a revenue from operation of $5,359,186 and operating expenses of $3,527,821.

June 30.—Official statistics for the fiscal year show 26,727 miles of Railway in Canada with a total of 8,825 under survey or construction; an addition of $21,251,664 to the Stock liability of Railway Companies and $38,996,661 in Funded Debt; a total liability on stocks and funded debt of $1,588,937,526 at date. During the year $5,892,818 of cash aid is given Railways, making the total to date $154,075,235 granted by the Dominion; $35,945,515 by the Provinces, and $18,051,323 by Municipalities. The Land Grants from all sources to date total 56,052,055 acres. The number of passengers carried in the fiscal year was 41,124,181; the tons of freight 89,444,331.

July 1.—It is stated that Canadian Railways have 7,197 miles of track in the United States, including the G.T.R. with 1,636 miles, the C.N.R. 170, and the C.P.R. 5,391; and that American Railways in Canada have a mileage of 1,485.

Oct. 7-10.—The following is a summary of the Railway side of the Western Rates case before the Railway Commission: (1) That while local rates on American lines in the West up to a distance of 200 miles are lower, owing to the larger population, and greater density of traffic, less is charged by the C.P.R. in Canada for the longer hauls; (2) that the rates on the Sault line (C.P.R.) are higher than rates on Canadian lines in the West for approximately similar distances; (3) that through rates from Montreal are necessarily influenced by through rates in the United States from the Atlantic sea-board; (4) that rates both in the East and West are influenced by corresponding rates across the border; (5) that the difference in the rates charged East and West in both Canada and the United States is due in a large measure to the fact that in both countries Eastern rates are regulated by water competition.

Oct. 14.—T. W. Welby arrives at Vancouver from an all-the-way motor-car trip across the Continent from Halifax which he had started on August 27th.

Nov. 7.—A despatch from London makes this interesting point on the Railway rates question: "The class of investor who invested his money when Canadian Railways were not a sure thing in the belief that Railways could charge rates that would be remunerative, now realizes with something of a shock the real condition. It is pointed out that in every case, even in British Railways, there are some inequalities in rates arising from reasons with which every railway is familiar. This should not, however, operate to reduce rates generally, thereby minimizing the Shareholders' dividends. The case of the Grand Trunk is instanced."

Nov. 13.—The Toronto Harbour Commissioners—L. H. Clarke, R. S. Gourlay, T. L. Church, R. Home Smith, F. S. Spence, A. C. Lewis (Secretary), and E. L. Cousins (Engineer), submit a Report and elaborate plans involving the expenditure of $19,000,000 upon the Harbour in 8 years. Of this sum $5,000,000 is to come from the Dominion, $11,000,000 from the Commission and $2,000,000 from the City, and the project includes 12 miles of parks, driveways and waterways.

Dec. 2.—The Railway Commissioners issue an Order granting the application of the C.P.R., the G.T.R., the C.N.R., and the Michigan Central Railroad to increase their demurrage charges on freight cars from $1 per day to $2 and $3. The increased rates will be allowed only from Dec. 15 to Mar. 31, 1913. The reason given is that evidence was submitted to the Board by the applicants showing an unreasonable detention by shippers of a large number of cars at many of the principal traffic centres of the country.

Dec. 31.—The aggregate Freight moving through Canadian Canals in 1912 is officially stated at 47,587,245 tons, or an increase in the year of 9,500,000 tons. Of this 39,668,665 tons passed through the Sault Ste. Marie and the Canadian Western wheat passing down the Sault Canal totalled 83,743,034 bushels or an increase of nearly 20 millions in the year and of 32 millions over 1910.

Dec. 31.—The Shipping figures of the year show an increase. The total number of Canadian ships on the Register books is 8,380, measuring 836,278 tons, or an increase of 292 vessels and 65,832 tons over 1911. The number of steamers is 3,667 with a gross

tonnage of 641,225. Assuming the average value to be $30 per ton, the value of the net registered tonnage of Canada was $25,088,340. The number of new vessels built and registered during the year was 420, the tonnage 34,886 and the value $1,569,870.

Dec. 31.—It is stated that Canadian Railways in 1912 gave orders for cars and locomotives as follows:

C.P.R.	30,051 cars	and 473 locomotives.
G.T.R.	7,650 cars	and 140 locomotives.
C.N.R.	6,222 cars	and 114 locomotives.

Dec. 31.—According to computations by the Toronto *Monetary Times* the Railway issues of the year were as follows:

Company.	Amount.	United States.	Great Britain.
C.P.R. 4% Consolidated Debentures	$10,962,320	.....	$10,962,320
G.T.R. 4% Perpetual Consolidated Debentures	12,500,000	.....	12,500,000
G.T.R. Equipment Trust Notes.	7,300,000	$6,440,000	860,000
C.N.R. 4%. Perpetual Consolidated Debentures	6,960,000	.....	6,960,000
C.N.R. 5% Income Charge Convertible Debentures	10,000,000	.....	10,000,000
C.N.R. Equipment Trust Notes, Series "D 1"	7,000,000	6,850,000	.....
C.N.P. Ry. 4% Debenture Stock (Guaranteed by British Columbia)	5,000,000	.....	5,000,000
St John & Quebec Ry. 4% Stock (Guaranteed by New Brunswick)	4,250,000	.....	4,250,000
Edmonton, Dunvegan & B. C. Ry. 4% Debenture Stock (Guaranteed by Alberta)	3,500,000	.....	3,500,000
A.C.T. Ltd. 5% Bonds (Guaranteed by Lake Superior Corporation	2,500,000	.....	2,500,000
	$69,972,320	$13,290,000	$56,532,320

The Canadian Pacific Railway in 1912.

June 30.—The 31st Annual Report of the Company for the year ending at this date shows the following balance sheet:

Assets.		Liabilities.	
Railway and Equipment	$382,829,051 33	Capital Stock	$180,000,000 00
Ocean, Lake and River Steamships.	21,338,974 12	Payments on Subscription to New Issue Capital Stock ($18,000,000.00).	16,806,621 00
Acquired Securities..	80,525,353 32	Four % Preference Stock	66,695,097 03
Properties held in trust for Company	6,378,358 03	Four % Consolidated Debenture Stock..	153,823,706 86
Deferred Payments on Land and Townsite Sales...	41,468,821 88	Mortgage Bonds....	38,648,633 33
Advances to Lines under Construction	16,654,401 70	Current Liabilities..	23,545,335 29
Advances and Investments	12,360,997 99	Interest on Funded Debt and Rental of Leased Lines..	1,391,702 35
Material and Supplies on hand....	13,017,431 90	Equipment, Replacements, Special Appropriations for improvements and Reserve Fund....	16,784,175 85
Current Assets.....	9,828,601 48	Lands and Townsites (Sales)	57,538,307 59
Temporarily Invested in Government Securities	10,088,734 86	Surplus	72,885,966 34
Cash in Hand.....	33,628,819 03		
	$628,119,545 64		$628,119,545 64

June 30.—The Company's 4 per cent. yearly dividend on Preference Stock and its quarterly dividends on Ordinary Stock at 7 per cent. totalled $15,192,234, with 3 per cent. additional paid out of Special Income; the year's business was as follows:

Gross earnings	$123,319,541 23
Working expenses	80,021,298 40
Net Earnings	$43,298,242 83
Net Earnings of Steamships in excess of monthly reports	1,104,448 79
	$44,402,691 62
Deduct fixed charges	10,524,937 49
Total Profits	$33,877,754 13

June 30.—Details of the Company's business for this fiscal year include the possession of 6,660,581 acres of land in the three Prairie Provinces and 4,395,948 acres in British Columbia;. Fixed charges for the year of $10,524,937 and a balance on account of lands totalling $57,538,307; an expenditure during the year of $14,967,264 on Improvements; an equipment in hand of 1,820 Locomotives, 2,210 Passenger and 1st Class cars, 61,446 freight and cattle cars; the possession of 19 steamers on the Atlantic and Pacific, 24 on Pacific coast service and 27 on various inland waters; the carrying of 13,751,516 passengers and 25,940,238 tons of freight; the possession of a 10,983 mileage in traffic returns, 319 miles of other lines worked, 1,246 miles under construction and 4,396 miles in two United States lines—a total of 16,944 miles.

Sept. 26.—Sir Thomas Skinner, Bart., and a C.P.R. Director in London is elected, with Thomas Reynolds and F. Williams-Taylor to the Board of the Allan Line. Sir T. G. Shaughnessy denies the ensuing rumor that the Company has acquired the Allan Line.

Oct. 2.—Sir Thomas Shaughnessy in his annual Address to the Shareholders at Montreal says: "Your Directors recommend that you make use of the authority conferred upon you by the Parliament of Canada to issue ordinary shares of Capital Stock in lieu of Consolidated Debenture Stock, for the purposes for which you are authorized to issue the latter, and to that end that you increase your ordinary share capital from $200,000,000 to $260,000,000 to be offered to the Shareholders at the price of $175, for each share of $100, being at a premium of 75%, at a time and on terms of payment to be fixed by your Directors. The proceeds of this issue to the amount of $60,000,000 will be used to meet expenditures for which the proceeds of Consolidated Debenture Stock would otherwise have been utilized, including the satisfaction and cancellation of all of the Company's outstanding 5% First Mortgage Bonds, amounting to $33,766,000 on or before July 1, 1915, and the balance will be devoted to such additions and improvements to the Company's property, properly chargeable to capital account, as are in the opinion of your Directors necessary from time to time. By this means the Company will be getting money on its ordinary share capital at a low rate of interest, taking the present dividend rate as a basis, its bond and debenture debt will be $60,000,000 less, its fixed charges will be $2,400,000 per annum less than they otherwise would have been and its available funds for the purposes of the undertaking will be increased by $45,000,000." The authorization is duly given and various extensions and constructive work, with the Lease or acquisition of the Kingston and Pembroke, the Alberta Central, the St. Mary's Western, the

Quebec Central, the Shuswap and Okanagan, the New Brunswick Coal and Railway, the Georgian Bay and Seabord, the Campbellford, Lake Ontario and Western, the Kettle Valley and the Dominion Atlantic Railways, are duly approved.

Oct. 2.—The four retiring Directors—Sir Sandford Fleming, Sir W. Whyte, A. R. Creelman, K.C., and W. D. Matthews are re-elected and the Executive Committee is as follows: Richard B. Angus; David McNicoll; Sir Edmund B. Osler, M.P.; Sir Thomas G. Shaughnessy, K.C.V.O.; Lord Strathcona and Mount Royal; Sir William C. Van Horne, K.C.M.G.

Oct. 19.—The *Financial Times* of Montreal publishes a statement of what the C.P.R. has done for the West in ten years which shows 5,974 miles under construction during 1903-12 at a cost of $36,781,932.

Nov. 28—It is announced by the C.P.R. that $48,000,000 worth of rolling stock had been ordered during the year 1912—this new equipment including 467 locomotives, 26,653 box cars, and hundreds of other cars.

Dec. 4.—In the House of Commons, the Minister of Finance (Mr. White) reads a letter from Sir T. G. Shaughnessy to the Premier dated Aug. 13 which advises Mr. Borden of the Company's intention to increase the authorized Capital Stock by $75,000,000 and asking, as provided in Statute 55-6 Victoria, for the approval of the Governor-in-Council. The following reasons are given: "Notwithstanding the vastness of the Company's expenditures for increased facilities of every description, and for cars and locomotives, it has been found nearly impossible to keep abreast with the transportation requirements of the country. Terminal yards, sidings, track facilities and buildings that were completed three or four years ago, and that were then thought to be sufficient for a number of years to come, now prove to be entirely inadequate, and with the outlook for a continued increase in immigration, and the corresponding enlargement of the country's production and trade, it is evident that to avoid very serious congestion, the outlay for increased facilities at almost every important point on the System, for the extension of the double-track to the Pacific Coast, and for equipment, must be continued without cessation." No action was taken in the matter.

Dec. 31.—Incidents of the year include the official announcement of an arrangement with the Austrian Government whereby C.P.R. observation cars, owned and operated entirely by the Company, will be attached to the express trains of the State-owned railways running through the Austrian Alps; the rapid construction of the Ogden Shops near Calgary for the repair of C.P.R. Western lines; the placing of Wireless apparatus upon the Great Lake steamers of the Company; the announcement of a far-reaching scheme of Sir Thomas Shaughnessy's by which the C.P.R. will loan to selected colonists a sum of $2,000 each for a period of ten years at 6 per cent. per annum for use in the development of farms, the applicants to be married men actually engaged in farming on a rented farm; an arrangement with the Trans-Siberian Railway Company, whereby the C.P.R. will be able to issue "round the world tickets, an agreement with the City of Vancouver as to station, overhead bridges, viaduct and subway; the announcement by the President of the proposed double-tracking of the main line between Vancouver and Winnipeg at a cost of 60 or 70 millions; the completion of the Station at Montreal on a scale making it the largest in the British Empire; the launching of a number of new Steamships—the *Emperor of Russia*, the *Princess Sophia*, the *Princess Patricia*.

Dec. 31.—The following are the chief appointments on the C.P.R. during 1912:

Position.	Headquarters.	Name.
General Assistant to President	Montreal	F. L. Wanklyn.
General Manager of Eastern Lines	Montreal	A. D. McTier.
General Manager of Western Lines	Winnipeg	Grant Hall.
Superintendent of Traffic	Montreal	John Fletcher.
Assistant to President and in charge of Natural Resources Department.	Montreal	J. S. Dennis.
General Superintendent Manitoba Division	Winnipeg	D. C. Coleman.
General Superintendent Vancouver Division	Vancouver	F. W. Peters.

The Grand Trunk Railway

Apl. 15.—Charles Melville Hays, President of the Grand Trunk and G.T.P., is drowned in the *Titanic* disaster amid wide expressions of regret at the death of a great Railway man—one who "turned the Grand Trunk into a new Railway" and, it was said, added in 17 years £20,000,000 to the value of the property.

May 24.—It is announced that E. J. Chamberlin will be the new President of the G.T.R. and a Director of the Company.

June 2.—The Chateau Laurier, the splendid new $2,000,000 Hotel of the Grand Trunk is quietly opened at Ottawa—Sir W. Laurier being the first to sign the register.

July 6.—It is announced that the Grand Trunk Terminal Warehouses Co., Ltd., has been organized with a capitalization of $10,000,000 30-year gold bonds, and $6,500,000 common stock, for the purpose of establishing a series of terminal warehouses along the lines of the Grand Trunk and Grand Trunk Pacific Railroads.

Sept. 23.—It is announced by the Grand Trunk that arrangements are under way for an extensive boat service between Providence, New York and Boston in connection with its new line from Palmer, Mass. to Providence. This line was to run as a branch of the Central Vermont, a subsidiary of the Grand Trunk.

Dec. 31.—The official statistics of the Company for the calendar year 1912, are as follows:

Particulars.	To June 30. (6 months.)	To Dec. 31. (6 months.)	Total.
Gross Receipts	£3,834,328	£4,612,758	£8,447,086
Working Expenses	£2,793,285	£3,334,682	£6,127,967
Net Traffic Receipts	£1,041,042	£1,278,076	£2,319,118
Net Revenue Receipts	£1,152,065	£1,383,047	£2,535,112
Net Revenue Charges	£761,960	£807,717	£1,569,677
Surplus	£390,104	£575,330	£965,434
Half-yearly Dividends	£388,406	£571,083	£959,489
Receipts from Passengers	£1,035,756	£1,321,133	£2,356,889
Number of Passengers Carried.	5,530,072	7,101,162	12,631,234
Receipts from Freight	£2,496,200	£2,910,604	£5,406,804
Tons of Freight Carried	9,388,829	11,958,736	21,347,565
Cost of Maintenance of Way and Structure	£347,450	£604,843	£952,293
Maintenance of Equipment	£605,637	£752,853	£1,358,490
Conducting Transportation	£1,568,289	£1,648,873	£3,217,162
General Expenses and Taxes	£271,909	£328,113	£600,022
Train Mileage	10,253,406	11,128,367	21,381,773
Charged to Capital Account	£998,582	£1,687,948	£2,686,530
Gross Receipts	£222,441	£262,385	£484,826
Working Expenses	£208,671	£252,827	£461,498
Gross Receipts—Grand Trunk Western	£661,834	£779,045	£1,440,879
Working Expenses	£547,993	£589,665	£1,137,658
Gross Receipts—Detroit, Grand Haven and Milwaukee	£214,957	£279,116	£494,073
Working Expenses	£206,723	£255,011	£461,734

Dec. 31.—Throughout the year there was much public and press discussion in the United States as to a Charter sought and obtained by

the G.T.R., through a subsidiary line, to build into Boston, Mass., In connection with proposed terminals and the obvious competition of the future, the Railway came into conflict with the N.Y., New Haven and Hartford Line of which C. S. Mellen was President. Negotiations followed with rumoured settlement along the line of trackage rights to the Grand Trunk over the New Haven Road and, meanwhile, cessation in the building of competitive lines. Politicians and papers took alarm, the matter was submitted to Washington as a crushing of competition and at New York, on Dec. 23rd, C. S. Mellen, E. J. Camberlin and A. W. Smithers were indicted by the Federal Grand Jury for violating the Anti-Trust law in an agreement which, however, Mr. Chamberlin had refused to sign.

Dec. 31.—Appointments of the year, aside from those already mentioned, were: Assistant to Vice-President (Montreal) A. E. Rosevear, and General Superintendent of Terminals (Montreal) W. H. Farrell.

Transcontinental and Grand Trunk Pacific Railways

Jan. 29.—It is announced that F. P. Gutelius and G. Lynch-Staunton, K.C., will, as special Commissioners, have wide powers of investigation into the cost and construction of the Transcontinental Railway running from Moncton to Winnipeg under Government control.

Feb. 14.—Mr. Cochrane, Minister of Railways, estimates in the Commons that the Transcontinental or Eastern Division will, by Jan. 1, 1924, have cost $258,050,000 or $143,015 a mile—including interest and betterments.

Apl. 18.—It is stated by A. W. Smithers, Chairman of the Board of Directors, that by an agreement under which the Company obtains running rights over the Line built by the Ontario Government from North Bay, on the Grand Trunk Railway, to Cochrane, on the National Transcontinental Railway, they will have a connection established between the G.T.P. in the West and the whole of the Grank Trunk system in the East, directly the Dominion Government completes the link between Cochrane and Lake Superior Junction.

June 20.—At Montreal, E. J. Chamberlin, General Manager of the G.T.P., states that unless labour difficulties prevent it, the Grand Trunk Pacific rails will be laid from Fort William to Prince Rupert by the end of next year. One year later a friendly Company will have completed the Vancouver branch from Fort George down the Fraser to British Columbia's present chief sea-port, while J. D. McArthur, at the head of another friendly Company, will have reached the Peace River country about 350 miles from Edmonton.

June 30.—The annual Report of the G.T.R. Company states that the line of the G.T.P. has been laid to Tête Jaune Caché, 60 miles west of the summit in the Yellowhead Pass, on the western slope of the Rocky Mountains, and 1,100 miles west of Winnipeg. From Prince Rupert, on the Pacific Coast, the line has been laid eastward as far as South Hazelton, a distance of 180 miles.

July 29.—An Order-in-Council, requiring the Grand Trunk Pacific within 30 days from Aug. 1 to lease the stretch of the Transcontinental from Lake Superior Junction to Transcona, a short distance east of Winnipeg, is stated to have been passed. Some discussion follows and on Aug. 1 Hon. R. Rogers says to the press: "If the Grand Trunk Pacific are not going to take it

over the Government will. It is absolutely necessary in order to move the crop this year." On Aug. 7th Mr. Chamberlin states that the question involves, also, the possible taking over of the Transcontinental Railway Shops at Transcona—a most important matter. He explains that to the old Commission and the new one the Company had made this proposition that it would take over any section of the Transcontinental which the Commission desired to have placed in operation, the Government taking the earnings and paying expenses—any profit or loss which might occur as a result of operation to go to capital account.

Sept. 16.—A. W. Smithers, Chairman of the G.T.R., states at Montreal that the great difficulty on both the Line running westward and that coming from the Pacific eastward is the lack of labour. "Altogether we could find work for from four to five thousand more men, but we cannot get them. We have the equipment, and if we could get the men I am confident that the Line would have been opened to the Pacific Coast next year."

Sept. 19.—At the annual meeting of the G.T.P. shareholders in Montreal the following Directors are elected—the last two being added to the Board, with Mr. Hone representing the Dominion Government:

Alfred W. Smithers.	Hon. R. Dandurand.
Sir Henry Mather Jackson, Bart.	Wm. M. Macpherson.
E. J. Chamberlin.	Hon. Geo. A. Cox.
Wm. Wainwright.	E. R. Wood.
M. M. Reynolds.	J. R. Booth.
E. H. Fitzhugh.	Julius Hone.
W. H. Biggar.	Sir Felix Schuster, Bart.
E. B. Greenshields.	Sir Wm. H. White, K.C.B.

Dec. 20.—The annual Report of the Chief Engineer of the Grand Trunk Pacific, issued in Winnipeg by D. B. Kelliher, covers the work for 12 months to date and states that construction has been undertaken on 568 miles of main line and on 688 miles of branch lines, making a total of 1,256 miles of line on which clearing, grading, and track-laying have been done. Track has been laid on 128 miles of main line and on 331 miles of branch lines, making a total of 459 miles of railway completed exclusive of second tracks and sidings.

Dec. 24.—The first train over the Grand Trunk Pacific and Transcontinental Railway leaves Lake Superior Junction near Winnipeg for Port Colborne, Ont., carrying wheat consigned to Port Colborne Mills.

Dec. 31.—The G.T.R. annual Report states that the G.T.P. rails have been laid to a point 1,124 miles west of Winnipeg; and from Prince Rupert, on the Pacific Coast, eastward 195 miles—leaving 427 miles now under construction on which a considerable amount of grading has been done. The Directors hope that the whole of the Main Line will be completed in the course of the autumn of next year.

Dec. 31.—The chief appointments of the year are those of E. J. Chamberlin as President, with the following changes in designation and duties:

Vice-President ..... Wm. Wainwright.
Vice-President and General Manager of Lines West of Fort William ..... Morley Donaldson.
Vice-President in Charge of Financial and Accounting Departments ..... M. M. Reynolds.
Vice-President in charge of Traffic ..... J. E. Dalrymple.

The Canadian Northern Railway

Jan. 29.—Steel is laid into Athabasca Landing, on the Canadian Northern line, and the opening up of the last great West is commenced. The Railway runs 96 miles from Edmonton.

Feb. 6.—Sir Donald Mann addressing the New Westminster Board of Trade states that "since the Government of British Columbia brought down their Railway policy with respect to the Canadian Northern Railway, our firm and our associates have invested upwards of $30,000,000 in lumbering, milling and fishing industries in British Columbia, or a total of $10,000,000 more than the Government guarantee amounts to. These industries give employment to 6,000 men, and had a gross turnover last year of $10,000,000. We are also employing an additional 5,000 or 6,000 men in the construction of the Railway."

June 25.—To the Montreal press, Sir Wm. Mackenzie says: "All the financing has been done for the completion of the Canadian Northern railway from Montreal to the Pacific Coast. The proceeds of the $35,000,000 guaranteed by the Government to build the section from Montreal to Port Arthur are in the Bank and 7,000 men are at work hurrying forward this stretch to completion. A splendid hotel will be built in the City of Montreal on a site which the Company considers the best in the City."

June 30.—In the fiscal year the Company carries 1,681,760 passengers, earning $3,349,317, and 5,970,449 tons of freight earning $15,337,533; it had an Equipment of 430 Locomotives, 484 Passenger and Express cars, 18,676 freight cars; the total miles of Railway owned and operated was 4,316.

June 30.—The result of the Company's operations for the fiscal year are as follows:

Gross Earnings—from Passenger Traffic	$3,434,140 81
From Freight Traffic	15,567,998 17
From Express, Mail, Telegraph, Dining and Sleeping Cars, Elevators, etc	1,857,954 65
	$20,860,093 63
Working expenses (including Taxes, etc.)	14,979,048 52
Net Earnings	5,881,045 11
Deduct Fixed Charges	4,630,844 12
Surplus	$1,250,200 99
From this Deduct Interest (Special)	674,804 11
Net Surplus for the Year	$575,396 88

June 30.—The condensed Balance Sheet of the C.N.R.—exclusive of 816,755 acres of land owned in Manitoba and Saskatchewan—is as follows:

Assets.		Liabilities.	
To Cost of Railway and Equipment	$191,993,360 92	By Capital Stock	$70,000,000 00
Acquired Securities	8,294,006 87	Bonds and Stock guaranteed by Government	54,390,491 20
Advances to other Companies	2,817.091 80	Four % Perpetnal Consolidated Debenture Stock	39,464,716 63
Advances to Lines under construction	6,935,410 80	Five % Income Charge Convertible Debenture Stock	15,000,000 00
Materials and due from Agents	3,448,529 29	Land Grant Bonds	6,040,306 70
Cash and Deferred Payments	11,952,292 62	Car-Trust Obligations	15,177,882 73
Cash Account	6,443,247 70	Current Liabilities	6,453,943 01
		Coupons, Dividend Warrants and Accrued Interest	2,149,659 49
		Equipment Replacement Fund	345,560 63
		Land and Railway Account	22,861,379 61
	$231,883,940 00		$231,883,940 00

July 25.—Sir Donald Mann states to the Montreal City Council that the Canadian Northern considers its terminal plans, as submitted, to be a complete unit consisting of a double track, a tunnel three miles long through Mount Royal, with a viaduct extending about 1,600 yards from the tunnel's city portal to the water front.

Oct. 23.—Sir Wm. Mackenzie, President of the C.N.R. states that 586 miles of newly-constructed tracks were added during the year ending June 30; that the average operated mileage was 3,888; that the statistics covering grain, including the figures representing flour shipments, showed a total movement of over 60,000,000 bushels, or about 32 per cent. of the total inspected crop of Western Canada; that there was an increase of 120 per cent. in the total bulk of commercial coal carried, or 804,803 tons compared with 370,161 tons in 1911; that Land Sales were 55,111 acres for $836,084 or an average of $45.17 per acre; that great progress had been made in the construction of the Transcontinental line of the System which, it was hoped would be completed by the end of 1913.

Dec. 31.—Incidents of the year include the grant by the Railway Commission of the Company's request for a cut-off line through River Park, Winnipeg; the issue in London of £2,057,612 of 5% convertible Debentures and £1,438,356 of 4% perpetual consolidated Debentures; the statement by A. D. Davidson (Sept. 11) that Vancouver will be the C.N.R.'s chief shipping point on the Pacific and negotiations looking to a $4,000,000 Terminus and $4,000,000 tunnel at Vancouver in connection with the acquisition of False Creek; the acquisition of water frontage at New Westminster worth $2,000,000 and three-fourths of a mile long; the purchase near Toronto (Leaside) of 1,000 acres for yards, shops, sidings and station; the alleged sale of $3,000,000 worth of land at Port Mann in the month following Apl. 1st and the sale of $1,000,000 worth of lots at Mount Royal; the arrangements with Alberta for the construction of 1,255 miles of new lines with a guarantee of $17,595,000; the opening on Apl. 1st of a new Hotel at Brandon.

Dec. 31.—The chief appointments of the year were as follows: General Passenger Agent (Toronto) R. L. Fairbairn; Assistant General Passenger Agent (Montreal) Jas. Morrison; European Traffic Manager (London) Wm. Phillips; Division Freight Agent (Toronto) F. A. Young.

XIII.—FINANCIAL AND INDUSTRIAL AFFAIRS

Feb. 1.—Senator George A. Cox, President of the Canada Life Assurance Co.—who also heads the List, this year, as a Director of 28 Canadian Companies—is banqueted at Toronto in honour of his 50-years' connection with the Canada Life. Sir John Gibson, Lieut.-Governor, presides, and the speakers include Sir Edmund Walker, Senator Jaffray, J. H. Plummer and others.

Mch. 1.—The Canadian Bank of Commerce takes over the business of the Eastern Townships Bank, Sherbrooke, with its 99 branches and sub-agencies. The shareholders of the latter Bank receive in exchange for their stock, 60,000 shares of new stock in the Commerce, having a par value of $3,000,000, and the paid-up capital stock of the latter institution is thus increased to $15,000,000. Its authorized capital stock is, later on, enlarged to $25,000,000. The new Directors added to the Commerce Board are William Farwell, Sherbrooke; Gardner Stevens, Waterloo, Que.; G. G. Foster, K.C., Montreal; A. C. Flumerfelt, Victoria.

Mch. 31.—For the year and nine months ending at date, the Dominion Steel Corporation, Ltd., showed net earnings of $3,690,149 and a Surplus of $784,945; the Assets were, chiefly, $65,885,428 as the cost of properties—the Dominion Coal and the Dominion Iron and Steel Companies; the Liabilities included a funded and mortgage Debt of subsidiary Companies, totalling $23,595,577, and a Capital Stock of $45,656,800. J. H. Plummer is re-elected President with Sir W. C. Van Horne as Vice-President.

May 22.—Mr. D. R. Wilkie—who was later on elected President of the Canadian Bankers Association to succeed Sir Edward Clouston—delivers an important address as President of the Imperial Bank of Canada. In it he deals with the proposal to have the Banks inspected under authority of the Bankers Association: "Thorough inspection would not be carried out any better by the Association than by the Government; its value and importance might be exaggerated on the one hand, and on the other it would be unreasonable to hold the Association as a whole responsible for the reputed solvency and worthiness of its members. Moreover, no Bank under present conditions of competition and with the readiness of some to retire from business and of others to add to their size and importance, with mergers and amalgamations following one on the heels of another, should be called on to place its affairs under the review of officials appointed by rival institutions. Would you not rather than be at the mercy of Inspectors selected by your competitors, prefer to have the report of Auditors and Inspectors, men of repute selected by yourselves and responsible to you, and whose appointment and re-appointment would be subject to your pleasure?"

June 30.—It is stated in connection with the formation of the Brazilian Traction Light & Power Co., to take over Sao Paulo and other concerns, with headquarters in Toronto, that securities issued by corporations operating under Canadian charters in Mexico and South America amounted, in 1911, to $26,820,000 as compared with $5,900,000 in 1910, and that of this sum $26,500,000, or 98·80 per cent. was sold in Great Britain.

June 30.—The annual Report of The Lake Superior Corporation, Sault

Ste. Marie, shows a Capital Stock of $40,000,000, Bonds of $8,800,000 and Contingent liabilities in guaranteed bonds of Subsidiary Companies $26,080,000 with Investments and Securities totalling $48,627,347. The Surplus on the year's business is stated at $1,579,377, and the production of Pig-iron as 258,979 tons, and of Steel rails 241,729 tons.

July 3.—The Shareholders of the Royal Bank of Canada, in a special meeting, approve of the acquisition by that institution of the Traders Bank of Canada under an agreement by which the Royal takes over all the Assets and assumes all the Liabilities of the Traders and gives to each shareholder of the latter Bank three shares of Royal for four of Traders stock at a value of $180 per share of Traders and $240 per share of Royal.* On May 31st the chief figures of the two institutions were as follows:

	Royal.	Traders.	Combined Total.
Paid Up Capital.....	$7,661,060	$4,454,500	$12,115,560
Reserve	8,607,166	2,540,000	11,147,166
Circulation	7,056,830	3,758,932	10,815,762
Total Deposits.....	89,813,766	41,364,704	131,178,470
Canadian Current Loans..	52,077,436	36,847,496	88,924,932
Total Assets.....	116,411,781	53,728,234	170,140,015

It is stated in the press that D. K. Ridout and A. E. Dyment, of Toronto, conducted the negotiations. The Capital Stock of the Royal is afterwards increased to $25,000,000, and the union is sanctioned by the Government on Aug. 25.

Oct. 22.—Mr. Crothers, Minister of Labour, makes public the Report of the Board of Inquiry into the charges that the United Shoe Company of Canada (Quebec) constituted an illegal combination in restraint of trade. Judge Laurendean and J. C. Walsh declare that it is a combine, and by the operation of the clauses of the leases, which restrict the use of the leased machines, "competition in the manufacture, production, purchase, sale and supply of shoe machinery in Canada has been and is unduly restricted and prevented." W. J. White, K.C., objects to these conclusions and presents a Minority Report.

Oct. 22.—It is stated that Swift's great Packing-house of Chicago is rapidly obtaining control of the meat industry in Canada. As the Swift Canadian Co., Ltd., they are said (Regina *Province*) to have a firm footing in Montreal, in British Columbia, and in Alberta, and to have recently acquired a number of stores in Winnipeg under different names.

Dec. 11.—The Shareholders of the Bank of Nova Scotia approve the acquisition of the Bank of New Brunswick—a local institution of great prosperity up to a year or so ago when national conditions involved either expansion or retrogression. As Dr. W. W. White, Vice-President, put it at his Board's special meeting: "the day of small Banks had gone by." The interests involved (Sept. 30) were as follows:

	Bank of Nova Scotia.	Bank of New Brunswick.	Combined Total
Paid Up Capital.....	$4,410,530	$1,000,000	$5,410,530
Reserve Funds.....	8,074,742	1,790,000	9,864,742
Deposits payable on demand, after notice, and elsewhere than in Canada.	48,323,578	8,424,247	56,747,825
Total Liabilities.....	53,817,784	9,760,085	63,577,869
Call and Short Loans.....	9,617,236	1,421,821	11,039,057
Total Assets.....	66,982,002	12,676,121	79,658,123

* NOTE.—Full details are given in the Supplement.

The Shareholders of the smaller Bank received shares of the Nova Scotia at par and $100,000 in Cash or $10 per share.

Dec. 31.—An important merger, or series of mergers was in this year completed by the Richelieu and Ontario Navigation Co. through the acquisition on July 19 of the Inland Lines, Ltd. and subsidiary concerns. At the annual meeting of the Richelieu Company on Feb. 18, Sir R. Forget was re-elected President, and D. O. Lesperance, M.P., added to the Board; the Capitalization was then $10,000,000, and the re-organized Company made up of the R. & O., of Canada; R. & O. of United States; Niagara Navigation Co. & Niagara River Navigation Co., Ltd.; Hamilton Steamboat Co.; Turbine Steamboat Co.; Thousand Island Steamboat Co.; St. Lawrence River Steamboat Co.; Inland Lines Ltd., and Northern Navigation Co., Ltd. The net profits of the Company for 1911 were $448,240, and in 1912 $976,512. A change in control took place later in the year by the Furness-Withy interests acquiring one-sixth of the stock. Sir R. Forget retired from the Presidency and was succeeded by James Carruthers with Lord Furness as Hon. President.

Dec. 31.—The Canadian Mining Exploration Co., Ltd., with a Capital Stock of $2,500,000 paid up by a group of millionaires in Canada and the United States, issues its first Report for a period of 8 months. The President, Ambrose Monell, states that 400 properties have been submitted for development of which the majority were unattractive. The Canadian Board of Directors is re-elected as follows: D. Coulson, D. Fasken, H. S. Holt, D. Lorne McGibbon, Sir William Mackenzie, P. J. McIntosh, Wallace Nesbitt, Sir E. B. Osler, Sir Edmund Walker. Mr. Monell remains President, Mr. McGibbon and C. L. Denison, of New York, Vice-Presidents.

Dec. 31.—Bradstreet's reports the Business failures of Canada in 1912 as numbering 1,300, with Assets of $5,593,024 and Liabilities of $12,261,682.

Dec. 31.—The Woollen industry urges its continued objection, during this year, to the Preferential tariff under which importations of Woollen goods have increased from $18,785,440 in 1908 to $22,646,977 in 1912. According to the Census figures (1910), it has 986 establishments in Canada with a capital of $33,651,625 and a production of $61,302,793.

Dec. 31.—It is announced by Chairman E. H. Gary, of the United States Steel Company, with its production, in 1912, of iron and steel manufactures totalling 12,506,619 tons, and its Net Earnings of $108,174,673, in that year, that "we have decided to establish a manufacturing plant at the site which we secured some years ago in Canada just opposite Detroit. In the comparatively near future we shall commence the construction of some blast furnaces and mills. We shall probably build a wire-mill, rail-mill, structural mill, bar-mill, and perhaps some other mills. I suppose the first cost will be in the neighbourhood of $20,000,000." It is pointed out that Canadian imports of iron and steel products from the United States, included, in 1912, $71,885,128 dutiable, and $8,093,006 free—a total increase of $35,000,000 in four years.

Dec. 31.—The important new Companies of the year include the St. Lawrence Sugar Refineries, Ltd. with A. Baumgarten as President, and a capitalization of $4,250,000 in stock and bonds; the Canadian Steel Package Co., Ltd., with Sir W. C. Van Horne as President, and a capital of $5,000,000; the Atlantic Sugar Refineries, Ltd., with D. Lorne McGibbon, President, and stock and bonds of $11,500,000 authorized; the Pacific Coast Collieries, Ltd., with James Carruthers, Montreal, President, and

$8,500,000 of stock and bonds; the Asbestos Corporation of Canada, Ltd. (a re-organization) with W. G. Ross, President, and a capital of $7,000,000; the National Steel Car Co., Ltd., Montreal, with Sir John Gibson as President, and $6,000,000 of capital; the P. Lyall & Sons Construction Co., Ltd., Montreal, with a capital of $4,300,000 and contracts of $5,000,000 in hand. A number of Trust Companies were organized, including the Equitable, Winnipeg, with Hon. C. H. Campbell, President; the Scottish and Dominion (Edinburgh) with Hon. W. S. Fielding, Chairman; the Executors and Administrators, Moose Jaw, with J. Wright Sifton, President; the Fidelity, Winnipeg, with C. M. Simpson in charge of management. The Great Northern Life Assurance Co., Winnipeg, with W. J. Bell, Saskatoon, as President, and the Alberta-Saskatchewan Life Insurance Co., Edmonton, with B. J. Saunders, President, were organized.

Dec. 31.—The Fire Insurance Statistics of 1912 were as follows:

	Net Cash Received for Premiums.	Gross Amount of Policies New and Renewed.	Net Amount at Risk at Date.	Net Amount Paid for Losses.
Canadian Companies...	$5,063,409	$653,582,426	$640,808,340	$2,684,977
British Companies....	12,092,125	1,148,396,318	1,430,072,127	6,319,064
American and other Companies	6,038,984	572,282,988	609,273,561	3,068,756
	$23,194,518	$2,374,261,732	$2,680,154,028	$12,072,797

Dec. 31.—The number of Companies chartered by the Dominion in 1911-12 were 658, with $447,626,000 of new capital authorized; and $42,939,000 of additional capital authorized for existing Companies.

Dec. 31.—Mergers of the year included (1) a consolidation of the Metal Shingle Co., Preston, and A. B. Ormsby, Ltd., Toronto, (combined capital $1,500,000) with the U. S. Steel Products Co., Long Island, N.Y.—$8,000,000 capital; the acquisition by the Canadian General Electric Co., of the Allis-Chalmers-Bullock Co., Rockfield, Que.; the absorption of the Winnipeg Fire Insurance Co., by the Nova Scotia Fire Insurance Co.; the acquisition by the International Milling Co., of Minnesota, which owned important mills in Moose Jaw, Sask., in Minnesota, and in Iowa, of the plant of the Calgary Milling Co., which included a mill at Calgary, with elevators and a distributing warehouse in Vancouver; the purchase of the Ontario Pulp and Paper Co., by the Spanish River concern; the amalgamation of the Macdonald Tobacco Co., of Montreal, and the Tuckett Tobacco Co., of Hamilton—said to have a combined output larger than the United States Tobacco interests in Canada; the consolidation of six of the affiliated Companies of the Lake Superior Corporation into the Algoma Steel Corporation with an authorized capital of $30,000,000, and an immediate underwritten bond issue of $13,500,000; the absorption of the General Securities Co., Ltd., by the Canadian Financiers Ltd., both of Vancouver; the acquisition by the Montreal Power-Shawinigan interests of the Cedar Rapids Power and Manufacturing Co.; the formation of the Union Natural Gas Co., of Canada, with a capital of $3,000,000 in control of the Natural Gas wells in Western Ontario hitherto owned by five different Companies; the amalgamation of the Smart Bag Co., Ltd., and Woods, Ltd., as Smart-Woods, Ltd., and the acquisition of mills at Welland and Renfrew. It is said that the Mergers of 1909-10-11 in Canada involved $384,097,490 of Capital.

Dec. 31.—The official statistics of 77 Building, Trust and Loan Companies in the Dominion, for the calendar year, show a paid-up

capital stock of $41,552,849, Reserve Fund of $28,264,105, and total Liabilities to Stockholders of $95,168,490; Deposits of $33,742,512, Debentures and Debenture Stock of $99,756,031, and Liabilities as Trustees (Trust Companies) of $158,545,882—a total Liability to shareholders and public of $389,701,983. The Assets include Current Loans secured on real estate of $222,365,634, with a total property owned of $141,537,728.

Dec. 31.—The Bank Statistics of Canada at this date are as follows:

Total Assets	$1,526,081,158
Specie and Dominion Notes held	128,364,817
Call and Short Loans in Canada	70,655,661
Call and Short Loans elsewhere	105,952,101
Railway and other Bonds, Debentures and Stocks	68,840,249
Current Loans in Canada	881,331,981
Current Loans elsewhere than in Canada	40,990,126
Bank Premises	37,023,299
Deposits with Dominion Government for Security of Note Circulation	6,410,103
Notes and Cheques of other Banks	81,684,415
Balances due from other Banks	9,217,009
Dominion, Provincial and Municipal Securities held.	8,872,832
Total Liabilities	1,292,451,137
Capital Authorized	196,866,666
Capital Subscribed	124,950,716
Capital Paid Up	114,881,914
Amount of Reserve Fund	106,840,007
Notes in Circulation	110,048,357
Deposits by the public on demand in Canada	379,777,219
Deposits by the public payable after notice in Canada	632,641,340
Deposits elsewhere than in Canada	87,050,132

Dec. 31.—The acquisition of the Assets and business of La Banque Internationale du Canada by the Home Bank of Canada was a matter of some public discussion during the year and was settled early in 1913. As founder and President of the former institution, Sir R. Forget had difficulties with his French shareholders which culminated in the enforced retirement of the Parisian Directors on Sept. 3rd; the throwing of the institution and its affairs into the Courts; negotiations with the Home Bank based upon the latter's proposed acquisition of the French stock; withdrawal of the Home Bank from negotiations on Dec. 6th; the succeeding announcement that Sir H. M. Pellatt—a financial associate of Colonel Mason, of the Home Bank—and others in Toronto had acquired 52,875 shares of the Internationale at $286,000; the resumption of Home Bank negotiations at the close of the year. The affairs of the two institutions were as follows on Sept. 30, 1912:

	Home Bank.	Banque Internationale.	Combined Total.
Authorized Capital	$2,000,000	$10,000,000	$12,000,000
Subscribed Capital	1,370,000	10,000,000	11,370,000
Paid up Capital	1,290,000	1,359,843	2,649,843
Reserve	450,000	.....	450,000
Deposits	8,785,211	2,587,774	11,372,985
Loans	9,020,438	1,517,988	10,538,426
Total Assets	11,863,553	5,152,614	16,916,167
Total Liabilities	10,032,374	3,799,740	13,832,114

Dec. 31.—Life Insurance statistics for 1912 were as follows:

	Premiums for Year.	Amount of Policies, New and Taken Up.	Net Amount in Force.	Claims Paid, including Matured Endowments.
Canadian Companies	$23,542,189	$141,267,596	$706,661,117	$7,548,812
British Companies	1,768,046	7,319,952	54,489,612	1,334,658
American Companies	10,401,389	70,617,555	309,114,827	3,866,840
	$35,711,624	$219,205,103	$1,070,265,556	$12,750,310

Bank Branches Opened or Closed in 1912

BANK OF HAMILTON.

Branch Opened.

Port Arthur .....Ont.

Branches Closed.

Leslie .....Sask.
Creelman .....Sask.
Bradwell .....Sask.
Starbuck .....Man.
Margaret .....Man.
Parkland .....Alta.

THE DOMINION BANK.

Branches Opened.

Toronto (Dupont St.).....Ont.
Toronto (Roncesvalles) ...Ont.
Toronto (Dufferin St.) ....Ont.
Toronto (Earlscourt) .....Ont.
Ottawa (By Ward Market).Ont.
Calgary (Riverside) .....Alta.
Swift Current .....Alta.
Edmonton (1st Street).....Alta.
North Vancouver .....B.C.
Moose Jaw (South Hill)....Sask.
Port Arthur .....Ont.

Branches Closed.

Malton (Sub-branch) .....Ont.
New Dundee .....Ont.
Wawota .....Sask.

THE ROYAL BANK OF CANADA.

Branches Opened.

Alma .....Ont.
Ardath .....Sask.
Aylesbury .....Sask.
Belize .....B. Honduras.
Blairmore .....Alta.
Brantford .....Ont.
Callander .....Ont.
Cardston .....Alta.
Conquest .....Sask.
Delisle .....Sask.
Edmonton (Namayo Ave.)..Alta.
Grouard .....Alta.
Havana (Monte St.)....West Indies.
Havana (Muralla St.)...West Indies.
Lambeth .....Ont.
L'Epiphanie .....Que.
Milden .....Sask.
Montreal (Papineau Ave.).Que.
Montreal (Snowdon Junc.).Que.
Montreal (Van Horne Ave.).Que.
New Westminster (Sapperton) .....B.C.
North Battleford .....Sask.
Neuvitas .....Cuba.
Princeton .....Ont.
Rawdon .....N.S.
San Pedro de Macoris.....Dominica
Santo Domingo .....Dominica
Schumacher .....Ont.
Spencerville .....Ont.
Sussex .....N.B.
Taber .....Alta.
Vancouver (Broadway East).B.C.
Vancouver (Kitsilano) ....B.C.
Victoria (Douglas St.).....B.C.
Victoria (Fort St.).....B.C.
Weyburn .....Sask.

Branches Closed.

Cobalt .....Ont.
Jacquet River .....N.B.
Port Morien .....N.S.
Rosedale .....Ont.
Stellarton .....N.S.

THE HOME BANK OF CANADA.

Branches Opened.

Komoka .....Ont.
Cresswell (Sub-branch) ...Ont.
Manilla (Sub-branch) .....Ont.

THE MOLSONS BANK.

Branches Opened.

Montreal (Park & Bernard).Que.
Ville St. Pierre.....Que.
Belleville .....Ont.

Branch Closed.

Dashwood .....Ont.

THE BANK OF BRITISH NORTH AMERICA.

Branches Opened.

Boucherville (Sub-branch)..Que.
Lillooet .....B.C.
Rosemount (Sub-branch)...Que.

Branch Closed.

St. Martins .....N.B.

THE METROPOLITAN BANK.

Branches Opened.

Hamilton .....Ont.
Toronto (Agnes & Elizabeth) .....Ont.
Toronto (Danforth & Pape).Ont.

THE BANK OF NOVA SCOTIA.

Branches Opened.

Bell Island .....Nfld.
Calgary (West End).....Alta.
Dalhousie .....N.B.
Fort William .....Ont.
Gagetown .....N.B.
Halifax (North End).....N.S.
Ingersoll .....Ont.
Kamsack .....Sask.
Lethbridge .....Alta.
Merritton .....Ont.
Moose Jaw .....Sask.
Saskatoon (West Side)....Sask.
Toronto (St. Patrick & Spadina) .....Ont.
Ville St. Pierre.....Que.
Westmount .....Que.

Branches Closed.

Parrsboro .....N.S.
Springhill .....N.S.
Ingersoll .....Ont.

THE BANK OF MONTREAL.

Branches Opened.

Thetford Mines .....Que.
Princeton .....B.C.
St. Lawrence (Sub-branch).Que.
North Vancouver .....B.C.
Calgary, Ogden Shops (Sub-branch) .....Alta.
Sapperton (Sub-branch) ...B.C.
Maisonneuve (Sub-branch).Que.
Plum Coulee (Sub-branch).Man.
Granby .....Que.
Magog .....Que.
Invermere (Sub-branch)....B.C.
Calgary (East End).....Alta.
Swift Current .....Sask.
Windsor .....Ont.
Lachine (Sub-branch).....Que.
Red Deer .....Alta.

Branches Closed.

Marysville .....N.B.
Rosenfeld .....Man.
Oakville .....Man.

THE BANK OF OTTAWA.

Branches Opened.

Ottawa (Hintonburg) .....Ont.
Toronto (Danforth Ave.)..Ont.
Regina (Scarth St.).....Sask.
Vancouver (Robson St.)...B.C.
Riceville .....Ont.
St. Isidore .....Ont.
Ottawa (Westboro) .....Ont.
Englehart .....Ont.

Branches Closed.

Toronto (College Ave.).....Ont.
Timmins .....Ont.

UNION BANK OF CANADA.

Branches Opened.

Aylmer .....Que.
Papineauville .....Que.
Hepworth .....Ont.
Orton .....Ont.
Toronto (Bloor & Clinton).Ont.
Fournier .....Ont.
Hagersville .....Ont.
Millbrook .....Ont.
Hamilton (East End).....Ont.
New Dundee .....Ont.
Guelph .....Ont.
Peterborough (South End).Ont.
Thornton .....Ont.
Berwick .....Ont.
Jarvis .....Ont.
Toronto (Terauley & Gerrard) .....Ont.
Guelph (St. Patrick's Ward).Ont.
Toronto (Gerrard & Greenwood) .....Ont.
Winnipeg (Corydon Ave.)..Man.
Winnipeg (Portage Ave.)..Man.
Roland .....Man.
McCreary .....Man.
Nesbitt .....Man.
Winnipeg (Portage & Arlington) .....Man.
Somerset .....Man.
The Pas .....Man.
Winnipeg (Sargent & Arlington) .....Man.
Viceroy .....Sask.
Assiniboia .....Sask.
Wawota .....Sask.
Macrorie .....Sask.
Estevan .....Sask.
Melfort .....Sask.
Piapot .....Sask.
Prince Albert .....Sask.
Verigin .....Sask.
Loverna .....Sask.
Morse .....Sask.
Sceptre .....Sask.
Kelfield .....Sask.
Bow Island .....Alta.
Vancouver (Granville & Robson) .....B.C.
Bellevue .....Alta.
Hillcrest .....B.C.
Swalwell .....Alta.
Consort .....Alta.
Hanna .....Alta.
Winnifred .....Alta.
Cereal .....Alta.
Standard .....Alta.
Lillooet .....B.C.
Vancouver Heights .....B.C.
New Hazelton .....B.C.
Vancouver (Fairview) ....B.C.
Telkwa .....B.C.
Newport .....B.C.
New Westminster .....B.C.

Branches Closed.

Ayr .....Ont.
Cobalt .....Ont.

THE NORTHERN CROWN BANK.

Branches Opened.

Vancouver (Powell St.)....B.C.
Victoria (Oak Bay).....B.C.
La Riviere .....Man.
Fiske .....Sask.
Holdfast .....Sask.
Marengo .....Sask.
Rockhaven .....Sask.
Rush Lake .....Sask.
Swift Current .....Sask.
Tate .....Sask.
Waldeck .....Sask.
Yorkton .....Sask.

Branches Closed.

Aylmer .....Que.
Papineauville .....Que.
Central Park .....B.C.

IMPERIAL BANK OF CANADA.

Branches Opened.

Aurora .....Ont.
Sparta .....Ont.
Thorold .....Ont.
Invermere .....B.C.
Millet .....Alta.
Toronto (Queen & Kingston Rd.) .....Ont.
St. Catharines (East End)..Ont.
Montreal (Maissonneuve)..Que.

THE BANK OF VANCOUVER.

Branch Opened.

Fort Fraser .....B.C.

Branch Closed.

Chilliwack .....B.C.

THE QUEBEC BANK.

Branches Opened.

Rock Island .....Que.
Craven .....Sask.
Denzil .....Sask.
Markinch .....Sask.
Neville .....Sask.
Pennant .....Sask.
Rosetown .....Sask.
Sovereign .....Sask.
Swift Current .....Sask.
Young .....Sask.
Bassano .....Alta.
Clive .....Alta.
Medicine Hat .....Alta.
Huntingdon .....B.C.

Branch Closed.

Alix .....Alta.

BANQUE INTERNATIONALE DU CANADA.

Branches Opened.

Three Rivers .....Que.
Montreal (Bonaventure)...Que.
Montreal (Bonsecours).....Que.
Montreal (Mount Royal)...Que.
Quebec .....Que.
Cartierville .....Que.
Murray Bay .....Que.

Branches Closed.

Three Rivers .....Que.
Montreal (Bonsecours) ....Que.

BANQUE D'HOCHELAGA.

Branches Opened.

Montreal (Villeray) .....Que.
Montreal (St. Viateur)....Que.
Montreal (Longue Pointe).Que.
Fournier .....Ont.
Longueuil .....Que.
Mont Laurier .....Que.

Branch Closed.

Winnipeg (Higgins Ave.)..Man.

STERLING BANK OF CANADA.

Branches Opened.

Bridgeburg .....Ont.
Toronto (Yonge & Carlton).Ont.
Kelwood .....Man.
Piapot .....Sask.
Regina .....Sask.

Branches Closed.

Haliburton .....Ont.
Kearney .....Ont.
Sparta .....Ont.

LA BANQUE PROVINCIALE DU CANADA.

Branches Opened.

Montreal (Blvd. Gouin)....Que.
Montreal (St. Catherine St.).Que.
Drummondville .....Que.
St. André Avellin.....Que.
St. Barnabé Nord.....Que.
St. Malachie .....Que.
Ste. Ursule .....Que.
Laurentides .....Que.

LA BANQUE NATIONALE.

Branches Opened.

Armagh .....Que.
Cap de la Madeleine.....Que.
Contrecœur .....Que.
Hull .....Que.
Iberville .....Que.
LaBaie, Yamaska .....Que.
L'Ange-Gardien, Rouville..Que.
Maskinongé .....Que.
Montebello .....Que.
Napierville .....Que.
New Port .....Que.
Notre-Dame-du-Lac .....Que.
Percé .....Que.
Pointe Gatineau .....Que.
Saint-Sauveur, Quebec.....Que.
St. Félicien .....Que.
Sayabec .....Que.
St. Agapit .....Que.
St.-Alban .....Que.
St. Antoine de Verchères...Que.
St. Augustin .....Que.
St. Cuthbert .....Que.
St. Dominique .....Que.
St. Esprit .....Que.
St. Francois, Montmagny...Que.
St. Grégoire .....Que.
St. Hélène, Kam .....Que.
St. Jean, Isle d'Orleans....Que.
Ste. Julie-de-Verchères ....Que.
St. Paulin .....Que.
Ste. Victorie .....Que.

Branches Closed.

La Tuque .....Que.
St. Cyrille de Wendover...Que.

STANDARD BANK OF CANADA.

Branches Opened.

Shannonville .....Ont.
Arthur .....Ont.
Prussia .....Sask.
Vancouver .....B.C.
West Toronto (Dundas St.).Ont.
Toronto (Bloor & Ossington) .....Ont.
Toronto (Broadview) .....Ont.

Branch Closed.

Midale .....Sask.

WEYBURN SECURITY BANK.

Branch Opened.

Assiniboia .....Sask.

MERCHANTS' BANK OF CANADA.

Branches Opened.

Delburne .....Alta.
Walsh .....Alta.
Hughenden .....Alta.
Hanna .....Alta.
Redcliff .....Alta.
Edmonton (Alberta Ave.)..Alta.
Brantford .....Ont.
Guelph .....Ont.
Walkerville .....Ont.
Montreal (Centre St.).....Que.
Addison (Sub-branch) ....Ont.
Frankville (Sub-branch) ..Ont.
Desboro (Sub-branch) .....Ont.
Newbury (Sub-branch) ....Ont.
Newington (Sub-branch) ..Ont.
Austin .....Man.

Big Valley .....Alta.
Rumsey .....Alta.
Ryley .....Alta.
Donalda .....Alta.
Battleford .....Sask.

CANADIAN BANK OF COMMERCE.

Branches Opened.

Vancouver (Powell St.)....B.C.
Rock Creek .....B.C.
North Vancouver .....B.C.
Victoria (Oak Bay Ave.)...B.C.
Athabasca Landing .....Alta.
Hanna .....Alta.
Tilley .....Alta.
Vulcan .....Alta.
Youngstown .....Alta.
Blaine Lake .....Sask.
Laird .....Sask.
Lewvan .....Sask.
Brockville .....Ont.
Cornwall .....Ont.
Ingersoll .....Ont.
Niagara Falls .....Ont.
Port Colborne .....Ont.
Port Stanley .....Ont.
Sault Ste. Marie (West End).Ont.
Smith's Falls .....Ont.
St. Thomas .....Ont.
Sudbury .....Ont.
Tillsonburg .....Ont.
Toronto (Danforth & Broadview) .....Ont.
Toronto (Earlscourt) .....Ont.
Fraserville .....Que.
Montreal (Maisonneuve) ...Que.
Montreal (Prince Arthur & Park) .....Que.
Nicolet .....Que.
Three Rivers .....Que.
Fredericton .....N.B.
St. John's .....Nfld.

Branches Closed.

Bounty .....Sask.
Stewart .....B.C.
Midway (Sub-branch) .....B.C.
St. Constant (Sub-branch).Que.

Sub-Agencies (equipped as Branches).

Keremeos .....B.C.
Earl Angus .....Que.
Howick .....Que.
St. Chrysostome .....Que.
Ste. Elizabeth .....Que.
Weeden .....Que.

BANK OF TORONTO.

Branches Opened.

Cobalt .....Ont.
Norwood .....Ont.
Sarnia (Devine St.).....Ont.
Stratford .....Ont.
Winnipeg (Logan Ave.)....Man.
Oyen .....Alta.
Veteran .....Alta.
Youngstown .....Alta.
Assiniboia .....Sask.
Gravelbourg .....Sask.
La Fleche .....Sask.
Lemberg .....Sask.
Mortlach .....Sask.
Odessa .....Sask.
Springside .....Sask.

The Chief Bank Appointments of 1912

Bank of Montreal.....	Montreal...	Vice-President.....	H. V. Meredith.
Bank of Montreal.....	Montreal...	Director.....	D. Forbes Angus.
Bank of Montreal.....	Montreal...	Director.....	H. R. Drummond.
Bank of Montreal.....	Victoria...	Local Manager.....	J. S. C. Fraser.
Bank of British North America	Montreal...	General Manager....	H. B. Mackenzie.
" "	Montreal...	Chief Inspector.....	O. R. Rowley.
" "	Montreal...	Supt. of Branches...	Jas. Anderson.
" "	Montreal...	Supt. of Eastern Branches.....	H. A. Harvey.
Bank of Toronto.....	Toronto....	Local Manager.....	J. Stewart Skeaff.
Royal Bank of Canada.	Montreal...	Director.....	W. J. Sheppard.
Royal Bank of Canada.	Montreal...	Director.....	C. S. Wilcox.
Royal Bank of Canada.	Montreal...	Director.....	A. E. Dyment.
Royal Bank of Canada.	Montreal...	2nd Vice-President..	E. F. B. Johnston, K.C.
Royal Bank of Canada.	Montreal...	Director.....	A. J. Brown, K.C.
Bank of British North America	Montreal...	Local Manager.....	A. P. Hazen.
Montreal City and District Savings Bank..	Montreal...	Director.....	F. W. Molson.
" "	Montreal...	Vice-President.....	H. M. Molson.
Union Bank of Canada.	Winnipeg..	Supt. of Branches (East)	A. S. Jarvis.
Metropolitan Bank....	Toronto....	Vice-President.....	W. D. Ross.
La Banque D'Hochelaga	Montreal...	President.....	J. A. Vailancourt.
" "	Montreal...	Vice-President.....	Hon. F. L. Beique.
" "	Montreal...	Director.....	A. A. Larocque.
Dominion Bank.....	London....	Local Manager.....	J. Haydn Horsey.
Dominion Bank.....	Montreal...	Local Manager.....	M. S. Bogert.
Molsons Bank.....	Montreal...	Director.....	W. M. Birks.
Molsons Bank.....	Montreal...	Director.....	W. A. Black.
Merchants Bank of Canada	Montreal...	Director.....	Farquhar Robertson.
" "	Montreal...	Director.....	G. L. Cains.

Merchants Bank of Canada	Montreal	Director	A. B. Evans.
" "	Montreal	Director	A. J. Dawes.
" "	Montreal	Director	F. Howard Wilson
" "	Montreal	Vice-President	K. W. Blackwell.
Union Bank of Canada	Winnipeg	Director	F. W. Heubach.
Bank of Montreal	Montreal	Director	C. B. Gordon.
Bank of Hamilton	Hamilton	Asst. Gen.-Manager	J. P. Bell.
Dominion Bank	Toronto	Director	H. W. Hutchinson.
Dominion Bank	Toronto	Director	E. W. Hamber.
Molsons Bank	Montreal	Supt. of Branches	W. H. Draper.
Molsons Bank	Montreal	Inspector	E. W. Waud.
Molsons Bank	Montreal	Inspector of Western Branches	T. Beresford Phepoe.
Bank of Nova Scotia	Toronto	Director	Robt. E. Harris, K.C.
Bank of Ottawa	Ottawa	Director	Russell Blackburn.
Bank of Vancouver	Vancouver	Director	George Barbey.
Quebec Bank	Quebec	Supt. of Branches	R. C. Patton.
Quebec Bank	Quebec	Inspector, Eastern Branches	R. L. Y. Jones.
Quebec Bank	Quebec	Inspector, Western Branches	Allan McDougall.
Quebec Bank	Quebec	Director	Peter Laing.
La Banque Nationale	Montreal	Director	Nap. Drouin.
La Banque Nationale	Montreal	Chief Inspector	Jos. S. Blaie.
Standard Bank of Canada	Toronto	Vice-President	Wellington Francis, K.C.
" "	Montreal	Director	G. P. Scholfield.
" "	Montreal	Director	T. H. Wood.

Chief Industrial and Financial Appointments

Montreal Cottons Ltd.	Montreal	Vice-President	C. B. Gordon.
Montreal Cottons Ltd.	Montreal	Director	F. W. Molson.
Sun Life Assurance Co.	Montreal	Director	G. E. Drummond.
North American Life Assurance Co	Toronto	President	Edward Gurney.
North American Life Assurance Co	Toronto	Vice-President	L. Goldman.
Canada Life Assurance Co	Toronto	Vice-President	Sir John M. Gibson.
" "	Montreal	Local Manager	Col. E. W. Wilson.
" "	Toronto	Director	Robt. Stuart.
" "	Toronto	Director	H. A. Richardson.
" "	Toronto	Secretary	C. R. Acres.
" "	Toronto	Actuary	W. A. P. Wood.
Imperial Life Insurance Co	Toronto	President	H. C. Cox.
Imperial Life Insurance Co	Toronto	Vice-President	G. A. Morrow.
Confederation Life Assurance Co	Toronto	President	J. K. Macdonald.
" "	Toronto	Director	Lieut.-Col. A. E. Gooderham.
" "	Toronto	Vice-President	Sir Edmund Osler.
Trusts & Guarantee Co.	Toronto	President	Jas. J. Warren.
Trusts & Guarantee Co.	Toronto	Director	W. D. Bell.
Canadian Locomotive Works Co	Kingston	President	Æmilius Jarvis.
Canadian General Electric Co	Toronto	Hon. President	W. R. Brock.
" "	Toronto	Vice-President	W. D. Matthews.
" "	Toronto	President	Fred. Nicholls.
" "	Toronto	Director	F. Gordon Osler.
Mexican Northern Power Co	Montreal	President	D. E. Thomson, K.C.
" "	Montreal	Vice-President	A. E. Ames.
Toronto General Trusts Corporation	Toronto	Director	R. W. Leonard.
Massey-Harris Co. Ltd.	Toronto	Vice-President	Thos. Findley.
Massey-Harris Co. Ltd.	Toronto	Director	Sir Edmund Walker.
Massey-Harris Co. Ltd.	Toronto	Director	E. R. Wood.
B. C. Lumber Corporation, Ltd	Montreal	President	G. F. Johnston.
Canada Permanent Mortgage Corporation	Toronto	Director	John Massey.
Montreal Tramways	Montreal	General-Manager	J. E. Hutchison.

Guardian Accident and Guarantee Co.	Montreal	Director	F. L. Wanklyn.
Dominion Trust Co.	Toronto	General Manager	E. P. Miller.
Credit Foncier Franco-Canadien	Montreal	Director	Tancrede Bienvenu.
Royal Trust Company	Montreal	Director	C. B. Gordon.
Royal Trust Company	Montreal	Manager	A. E. Holt.
Lake Superior Corporation	Sault. Ste. Marie	Director	W. E. Stavert.
National Trust Co.	Montreal	Director	H. J. Fuller.
National Trust Co.	Montreal	Manager	Percival Molson.
National Trust Co.	Toronto	Estates Manager	G. H. D. Lee.
Dominion Coal Co.	Sydney	General Manager	D. H. McDougall.
Dominion Securities Corporation	Toronto	President	E. R. Wood.
Dominion Securities Corporation	Toronto	1st Vice-President	G. A. Morrow.
Dominion Bond Co.	Toronto	General Manager	Stanley Mann.
Manufacturers' Life Insurance Co.	Toronto	Manager for Quebec	R. G. McCuish.
London Guarantee & Accident Co	Montreal	General Manager	H. C. Thistleton.
Algoma Steel Corporation	Sault Ste. Marie	General Manager	Samuel Hale.

XIV.—CANADIAN DEVELOPMENT AND RESOURCES

Feb. 14.—At the 3rd annual Conference of the Fruit Growers of Canada held in Ottawa, it is stated by W. W. Moore, of the Department of Agriculture, that the total capital value of the fruit-growing industry in British Columbia, Ontario, Quebec and the Maritime Provinces is, in round numbers, $127,000,000.

Mch. 18.—The Report of this date to the Dominion Government, by Arthur Hawkes, Special Commissioner, contains the following recommendations:

1. That immigration must be secured and directed for the immediate production of commodities from Canadian natural resources, as distinct from, and more necessary than, its employment for the expenditure of capital brought in from outside.

2. That plans for placing and employing new population in each Province should be made and primarily carried out on Provincial bases, in sympathetic conjunction with the Dominion; without regard to the likelihood of political accidents.

3. That the Dominion should re-adapt its machinery for obtaining immigrants with a view to securing the utmost degree of permanence in the stream of immigration and the most equal distribution of it, in accordance with the requirements of each Province.

Mch. 21.—In his farewell address as Speaker of the U.S. House of Representatives, Mr. Beauchamp Clark—known to the Canadian public as Champ Clark—says: "On one day in my County, one of the richest Counties under the sun, 43 families loaded up and chartered on entire freight train, and pulled out for Alberta. There was not a man amongst them who was not fairly well-to-do. Another man in my district sold his farm for about $40,000; moved to Canada and purchased 10,000 acres of land in the West. He gave to each of his eight children 1,000 acres, keeping 2,000 for himself."

Mch. 31.—The Exports of Canada, according to nature of product, have been as follows in the fiscal year 1911-12—the largest in Canadian history:

Division or Classes.	To United Kingdom.	To United States.	To Other Countries.	Proportion of Total to U. K.	U. S.	O. C.
The Mine.....	$5,555,599	$33,259,580	$2,509,337	13·45	80·48	6·07
The Fisheries.....	5,132,047	5,378,664	6,193,967	30·72	32·20	37·08
The Forest.....	10,950,840	25,483,532	4,458,302	26·78	62·32	10·90
Animal Produce...	36,923,024	9,864,524	1,423,106	76·59	20·46	2·95
Agricultural Products	81,784,731	11,685,611	13,673,033	76·33	10:91	12:76
Manufactures	6,852,710	16,312,751	12,670,823	19·12	45·52	35·36
Miscellaneous	41,462	56,560	13,654	37·13	50·65	12:22
Total	$147,240,413	$102,041,222	$40,942,222	50:73	35·16	14·11

Mch. 31.—The Statistical record of Canada in this fiscal year compared with 1911 was, along certain lines, as follows:

	1912.	1911.
Area (square miles).....	3,729,665	3,729,665
Population	7,423,000	7,158,000
Bank Assets.....	$1,490,443,071	$1,302,131,886
Total Revenue.....	$136,108,217	$117,780,410
Money Orders.....	$84,065,891	$70,614,862
Letters sent.....	566,140,000	504,233,000
Post cards sent.....	54,727,000	49,313,000
Gross Railway Earnings.....	$219,403,753	$188,733,494
Railway operating expenses.....	$150,726,540	$131,034,785
Total Vessels arrived and departed.	256,417	259,158
Total Imports.....	$559,320,544	$472,247,540
Total Exports.....	$315,317,250	$297,196,365
Total Trade.....	$874,637,794	$769,443,905

Mch. 31.—During the year only one country exceeded Canada in the percentage of its trade growth—the Argentine Republic, which had an increase of 145·50 per cent. as against Canada's 106·33. Canadian commerce in 1911-12, with the chief countries concerned, was as follows:

Country.	Exports to.	Imports from.
United Kingdom.....	$151,853,413	$116,907,022
United States.....	120,534,634	356,354,478
Germany	3,814,914	11,090,005
Belgium	3,732,222	3,686,419
Newfoundland	4,284,313	1,841,887
West Indies.....	6,900,940	8,490,878
South America.....	4,825,030	10,533,310
Australia	3,947,015	94,006
France	2,123,705	11,744,664
China and Japan.....	902,375	3,112,982

Apl. 15.—The quantity of Pulp-wood manufactured in Canada in 1911 shows an increase of 73,801 cords (or 12·3 per cent.) over 1910. In 1911, 672,288 cords were manufactured, as compared with 598,487 cords in the previous year. The value of the wood also increased, the 1911 product bringing to its vendors $4,338,024 as compared with $3,585,154 for 1910.

May 29.—A Report dealing with the Coal resources of Canada, issued by the Dominion Department of Mines, states that in Western and Northern regions, which have been but little explored, there may be vast deposits of which nothing whatever is known at present. The officials, however, estimate that of bituminous coal there is in Canada 73,500,000,000 tons, of anthracite 461,000,000 tons, and sub-bituminous coal and lignite 109,990,000,000 tons. The Coal deposits are said to be distributed as follows: the Maritime Provinces 3,500,000,000 tons, all bituminous; the Central Plains and the eastern Rocky mountains, 30,000,-

000,000 tons of bituminous, 400,000,000 tons of anthracite and 100,000,000,000 tons of sub-bituminous and lignite; the Pacific Coast and the Western mountains 40,000,000,000 tons of bituminous, 61,000,000 tons of anthracite, 500,000,000 tons of lignite; the Arctic-Mackenzie basin 490,000,000 tons of lignite.

June 5.—To discuss the American exodus to Canada the Governors of the Border States meet at Seattle in Conference with the Northwest Development League and with Railway leaders of the American West, such as L. W. Hill, of the Great Northern, and Howard Elliott, of the Northern Pacific. The Conference is opened by Governor Hay, of Washington, and a strong effort is made to have the seven states of Minnesota, North and South Dakota, Montana, Idaho, Washington and Oregon contribute $50,000 annually to make, with additional contributions from the Railroads, a total fund of $500,000 with which to advertise the United States West amongst its own people and in opposition to Canada. Thomas Penwell, of Helena, Mont., is re-elected President of the League.

July 1.—The Department of the Interior issues statistics of Immigration into Canada showing the arrivals at inland and ocean ports for the 15 years, ending Mch. 31, 1912, as 861,541, from Great Britain and Ireland; 733,067 from the United States; 646,153 from other countries; a total of 2,240,761.

Aug. 15.—The value of Industrial Products in Canada at the 1900 Census was $481,053,375; at that of 1905, $718,352,603; at that of 1910 it is officially and in detail reported as follows:

Groups of Industries.	Establishments.	Capital.	Employees on Wages.	Wages Paid.	Value of Products.
Food products.....	6,985	$133,044,523	52,730	$14,492,568	$245,669,321
Textiles	1,444	108,787,407	72,672	26,703,826	135,902,441
Iron and steel products	824	123,561,319	48,558	25,792,388	113,640,610
Timber and lumber and re-manufactures	4,999	259,889,715	110,049	39,379,739	184,630,376
Leather and its finished products..	399	48,788,803	22,742	9,644,403	62,850,412
Paper and printing	773	62,677,612	22,894	10,866,721	46,458,053
Liquors and beverages	260	43,237,757	4,688	2,649,284	28,936,782
Chemicals and allied products..	178	26,926,124	5,274	2,393,971	27,798,833
Clay, glass and stone products..	771	45,859,507	17,699	7,745,345	25,781,860
Metals and metal products other than steel.....	341	67,133,540	17,502	9,776,371	73,241,796
Tobacco and its manufactures ..	173	21,659,935	8,763	3,325,011	25,329,323
Vehicles for land transportation ..	465	49,397,096	35,778	19,543,003	69,712,114
Vessels for water transportation ..	172	10,351,765	4,414	2,332,240	6,575,417
Miscellaneous industries	1,011	235,148,103	38,537	18,486,046	104,618,560
Hand trades.....	423	11,120,403	8,826	4,097,785	14,829,741
Totals 19,218		$1,247,583,609	471,126	$197,228,701	$1,165,975,639

Oct. 11.—It is estimated from the United States Census returns that there are 3,889,169 British subjects residing in the United States, of whom 1,221,000 are from Canada and Newfoundland, and 1,378,428 from Ireland.

Nov. 2.—The *Wall Street Journal*, N. Y., publishes the following estimate of Wealth taken into Canada by United States emigrants:

Calendar Year.	Emigrants (number).	Wealth (per capita).	Total Value of Effects and Cash.
1912.....	150,000	$1,300	$200,000,000
1911.....	131,114	1,539	201,784,446
1910.....	124,602	1,061	132,202,722
1909.....	90,996	811	73,797,758
1908.....	57,124	1,152	65,806,848
1907.....	56,687	885	50,167,995
1906.....	63,782	809	51,599,638
Total.....	674,305	$1,150	$775,359,447

Dec. 31.—The Field crops of Canada in 1912 were as follows:

Crop.	Area. (Acres.)	Total Yield. (Bush.)	Total Value.
Fall Wheat.....	781,000	16,396,000	$13,735,000
Spring Wheat.....	8,977,400	182,840,000	109,878,000
All Wheat.....	9,758,400	199,236,000	123,522,000
Oats	9,216,900	361,733,000	116,996,000
Barley	1,415,200	44,014,000	20,405,000
Mixed grains.....	522,100	17,952,000	10,690,000
Flax	1,677,800	21,681,500	19,626,000
Corn for husking..	292,850	16,569,800	10,325,400
Potatoes	472,400	81,343,000	32,173,000
Turnips, etc.....	217,400	87,505,000	20,713,000
		(tons)	
Hay and Clover....	7,633,600	11,189,000	124,009,000
Fodder Corn.....	278,740	2,858,900	13,557,500
Miscellaneous	964,030	18,115,400	19,934,200

Dec. 31.—The Milling capacity of Canada in 1912, west of the Great Lakes is stated at 139 mills and 46,580 barrels daily; East of the Lakes it is placed at 495 mills and 64,628 barrels—a total of 111,208 barrels daily compared with 99,008 in 1911.

Dec. 31.—The Mineral production of Canada—preliminary official Report—was as follows in the calendar year 1912:

Mineral.	Value.	Mineral.	Value.
Copper	$12,709,311	Asbestor and asbestic	$2,979,384
Gold	12,559,443	Coal	36,349,299
Pig iron.....	14,550,999	Gypsum	1,320,883
Lead	1,597,554	Natural gas.....	2,311,126
Nickel	13,452,463	Petroleum	345,050
Silver	19,425,656	Salt	459,582
Other metallic products	982,676	Cement	9,083,216
		Clay products.....	9,343,321
		Lime	1,717,771
	$75,278,102	Stone	4,675,851
Less Pig iron credited to imported ores..	14,100,113	Miscellaneous non-metallic	3,364,017
Total metallic...	$61,177,989	Total non-metallic	$71,949,500
		Grand Total.....	$133,127,489

Dec. 31.—The Census statistics (1910 and 1900) stated the following as the origins of the chief part of Canada's population:

	1911.	1901.		1911.	1901.
English	1,823,150	1,260,899	Chinese	27,774	17,376
Irish	1,050,384	988,721	Dutch	54,986	33,845
Scotch	997,880	800,154	Finnish	15,497	2,502
Welsh, etc..	25,571	13,415	Indian	105,492	127,941
French	2,054,890	1,649,371	Italian	45,411	10,834
German	393,320	310,501	Jewish	75,681	16,131
Austro-Hun..	129,103	18,178	Scandinavian	107,535	31,042

XV.—CANADIAN LITERATURE AND JOURNALISM.

The most discussed literary incident of the year was the law-suit instituted by G. G. S. Lindsey, K.C., a grandson of William Lyon Mackenzie, in order to enforce the return of certain documents, extracts, etc., obtained from the Plaintiff's library and to prevent the publication of these in a *Life of Mackenzie* written by Dr. W. D. Le Sueur, President of the Royal Society of Canada. Mr. Lindsey's contention was that the volume, to be based upon a study of these documents, was to be written as a sympathetic treatment of the politician's career—which the book was alleged not to be. Incidentally the case involved consideration of the editorial work on the *Makers of Canada* Series in which the book was to have been published; the rejection of a volume upon the same subject by Dr. J. L. Hughes upon Mr. Le Sueur's advice and because of alleged Liberal partisanship; the reading of various letters dealing with these books and the writers in a most private and personal way.

Originally, Mr. Le Sueur had been paid for his manuscript and when the Morang Company refused to publish it, he sent a cheque in refund of the amount, but was still refused possession of the manuscript. He had then sued the Company and had won in 1911, so far as possession of the manuscript was concerned. The 1912 case was heard by Judge Britton in November and Mr. Lindsey, as Plaintiff, demanded (1) the return of extracts and copies compiled from his Library, (2) an injunction restraining the author from publishing any book containing such extracts and (3) damages for wrongful conversion of material. The discussion before the Court was very largely partisan. Was Mackenzie simply an agitator and rebel or was he a Maker of Canada and the chief instrument in obtaining Responsible Government? Was he a Statesman and the Tories of his time simply selfish Office-holders or were the latter Statesmen and Mackenzie an irresponsible demagogue? Nothing new could be brought out by the defence because of its inability to use the documents in question yet much of the evidence was historically interesting. Amongst the letters read was one written by Dr. Le Sueur asking why such obvious "Makers of Canada" and constructive statesmen as Bishop Strachan and Sir John Beverley Robinson should be left out of the Series! Judgment was reserved on Nov. 15th and finally delivered (Jan. 9, 1913) as follows:

The Plaintiff is entitled to an order requiring the Defendant to deliver up to the Plaintiff all of the extracts from and copies of any documents in the William Lyon Mackenzie collection mentioned in the statement of claim; an order restraining the Defendant, his servants and agents, from publishing or causing to be published any book which contains any of said extracts or copies, or that contains information avowedly obtained from the Mackenzie collection. The Plaintiff has not sustained any sub-

stantial pecuniary damages, but a legal injury will be done if the collection without the consent is interfered with, and he is entitled at least to nominal damages, say $5. The judgment will be with costs, payable by the Defendant to the Plaintiff.

Following the trial Mr. Le Sueur summarized certain points in his own favour and as a basis for appeal. (1) He never promised or represented that the work would be in sympathy with the character, etc., of Mackenzie—he proposed to deal with the subject historically. (2) He explained his criticism of Hughes' *Life of Mackenzie* in that objection was not made to Mackenzie being praised, but to the very flat, conventional, ready-made fashion in which the praising was done—which was said to be quite a different thing. The Defendant criticized, not as hostile to Mackenzie, but as a man familiar, more or less, with the better models and standards of historical writing. (3) These comments were not considered partisan by Mr. Morang, who at once asked him to write the book and who, presumably, made Mr. Lindsey familiar, afterwards, with his expressed views. (4) Neither the Plaintiff nor his Father—the late Charles Lindsey—ever expressed to the Defendant verbally or otherwise any wish as to the way he should write the book and, if they were so anxious to guard Mackenzie's reputation, why did they not have a contract or definite understanding. Whatever the merits of these arguments or those on the other side it would seem obvious that this judgment—if not appealed—suppressed a book of much public interest.

The principal event of the year in a publishing sense was the preparation, in its final stages, of a work in 22 Volumes entitled *Canada and Its Provinces: A History.* The General Editors were Dr. Adam Shortt and Dr. Arthur G. Doughty and with them were associated about a hundred prominent or authoritative writers upon a wide variety of specific subjects allotted to them for treatment. To carry through this undertaking the Publishers' Association of Canada, Ltd., had been incorporated in 1911 and fully organized in 1912 with Robert Glasgow, a man of experience and ability, as President of the Company. The subscribed capital was $250,000, and the announced and general object was "to open up a profitable market for the literary output of Canadian writers and investigators and thus to stimulate an important department of labour which it is desirable to encourage in Canada." During the year several important publications were undertaken but the chief one was *Canada and Its Provinces.* Each Section of this Work was allotted to an Editor and at the close of 1912 four Volumes were being printed by T. & A. Constable of Edinburgh, and published in a style of binding and mechanical form typical of high-class British workmanship. The Sections and Editors were as follows:

Section.	Subject.	Editor.
I.	New France, 1534-1760	Thomas Chapais, LITT.D., F.R.S.C.
II.	British Dominion, 1760-1840	F. P. Walton, LL.D.
III.	United Canada, 1840-1867	William L. Grant, M.A.
IV.	The Dominion: Political Development	George M. Wrong, M.A., F.R.S.C.

Section.	Subject	Editor.
V.	The Dominion: Industrial Development	James Bonar, LL.D.
VI.	The Dominion: Missions, Arts and Letters	Arthur G. Doughty, C.M.G., Litt.D., LL.D.
VII.	The Atlantic Provinces	Andrew MacPhail, F.R.S.C.
VIII.	The Province of Quebec	A. D. DeCelles, C.M.G., LL.D.
IX.	The Province of Ontario	A. H. U. Colquhoun, LL.D.
X.	The Prairie Provinces	D. M. Duncan, M.A.
XI.	The Pacific Province	W. H. P. Clement, K.C.
XII.	General Index, Tables and Bibliography	Arthur G. Doughty, C.M.G., Litt.D., LL.D.

The year was notable for active work in and amongst the Canadian Archives. Under direction of Dr. A. G. Doughty, much historical material throughout Canada was studied and collected; a gift from Mrs. E. M. Mastin of Stratford-on-Avon enriched the Archives with a collection of autograph books and various personal articles and mementoes of Queen Victoria and the Royal Family; the Manuscripts Commission was re-organized, under direction of Hon. W. J. Roche, with Sir Edmund Walker, Toronto, Hon. Thomas Chapais, Quebec, R. E. Gosnell, Victoria, Archdeacon W. O. Raymond, St. John, Archdeacon W. J. Armitage, Halifax, and Professors Wing, W. L. Grant, Adam Shortt, C. W. Colby, and Chester Martin as members. The Royal Society of Canada met at Ottawa on May 15-16 and, after hearing various papers, elected Dr. W. D. Le Sueur President, Dr. F. D. Adams, Vice-President, Duncan C. Scott, Honorary-Secretary, and Lawrence M. Lambe, Honorary-Treasurer.

Several Canadian authors were honoured with Memorials during the year. A monument to Alexander Muir of "Maple Leaf" fame was unveiled in Toronto on May 19th; another to Francois Xavier Garneau was unveiled on the Parliament Buildings grounds at Quebec by the Lieutenant-Governor on Sept. 19th; a similar ceremony was performed at Havre, France, on Nov. 3rd for a statue of Octave Cremazie, the French-Canadian poet. The Ontario Historical Society met at Napanee on June 5-6, listened to many papers and elected John Dearness, London, as President, Sir Edmund Walker and C. M. Warner, Vice-Presidents and C. W. James, Treasurer. In British Columbia, E. O. S. Scholefield, the energetic Provincial Librarian, took a long trip into the Interior and collected much material bearing upon the early life of the Province while Sir Charles Tupper, the only surviving Father of Confederation, contributed to the Vancouver *Province* of Sept. 21 and other dates important and interesting reminiscences of the earlier public life of Canada. The chief Canadian books * of the year may be briefly reviewed herewith.

Reminiscences: By The Rt. Hon. Sir Richard Cartwright, G.C.M.G., P.C. Toronto, Wm. Briggs. Pp. 405.

Probably the Book of the Year in Canada; certainly the literary and political sensation of the year. Written in the clear, concise, cultured, caustic English for which the Author was noted in his public speeches; bitter toward his old-time opponents with a bitterness which was characteristic of the man in public life as it apparently was of the writer in

* Note.—A List of Canadian Publications of the Year in addition to these is given, as usual, in the first part of this volume.

his study; redolent of the passions and prejudices, the fights and fury, the partisan arguments of other days; the volume is always interesting, the contention always vehement, the lance always full-tilted against the enemy. Issue was taken with many of the statements made—notably as to one about Sir John Macdonald; while Sir Joseph Pope, in a pamphlet published later, proved the inaccuracy of other stories. It is, however, a book which no student of Canadian affairs can afford to neglect; it is always interesting and instinctive with personal virility.

Flint and Feathers: By E. PAULINE JOHNSON (TEKAHIONWAKE). The Musson Book Co., Ltd., Toronto and London. Pp. 156.

A volume of poetry which rises at times to a high level and never sinks to a low one. Written by the daughter of a long line of Iroquois chieftains, dedicated to H.R.H. the Duke of Connaught as Head Chief of the Six Nations, inspired by love for the Canadian soil and the spirit of the Canadian peoples who have passed from power as well as for those who have come into the seats of the mighty, it is, all in all, a striking and varied product of poetic capacity. That Miss Johnson should have died a few months after the issue of this volume lends to its pages an additional and mournful interest. Let these lines on the Mounted Police speak for the book:

These are the fearless fighters whose life in the open lies,
Who never fail on the Prairie trail 'neath the Territorial skies;
These are the men who battle the blizzards, the suns, the rains,
These are the famed, that the North has named, the "Riders of the Plains";
And theirs is the might and the meaning and the strength of the bull-dog's jaw,
While they keep the peace of the people and the honour of British law.

Open Trails: By "JANEY CANUCK" (EMILY FERGUSON MURPHY). Cassell & Co., Ltd., Toronto. Pp. 292.

A book replete with personal life-interest; dealing with Western people and characters, incidents and diversions, work and conditions; touching upon railway building, home building, nation building; bringing the reader into touch with the immigrant, the farmer, the woman of the West, the labourer. Written by one who is well-known throughout Western Canada as Mrs. Murphy, President of the Women's Canadian Club, Edmonton, and as the gentlest of suffragists, the kindest of politicians, the most eloquent of women speakers, the volume is full of quaint conceits, pleasant facts, interesting incident.

Rhymes of a Rolling Stone: By ROBERT W. SERVICE. Toronto, Wm. Briggs, Pp. 195.

Mr. Service has won an assured and prosperous place in the poetic literature of Canada. As in his preceding volumes these poems revel and riot in nature; the writer seems to tell the full truth when he says "there's sunshine in the heart of me, my blood sings in the breeze." The life of the North, the boundless rim of the prairie, the lilt of the wandering wave; at times the rugged, seared life of the worker in the world's wilds or the wanderlust of the man who takes the trail on trust; are characteristic of this striking verse.

Still red blood calls, still rings the gallant fray;
Adventure beacons through the summer gloaming;
Oh, long and long and long will be the day
Ere I come homing.

Pickanock: By BERTAL HEENEY. Toronto, Bell & Cockburn. Pp. 288.

A Tale of settlement days along the banks of the Gatineau, north of what afterwards became the Capital of Canada. It is a simple, unpretentious story of struggle, and sometimes drudgery, amid conditions, however, which permitted the sights and sounds, the hopes and fears, of life within a circle of nature to find full expression. The ways of the pioneer, the life of the people, are depicted and embodied in these quiet pages.

The Story of Tecumseh: By NORMAN S. GURD. Toronto, Wm. Briggs. Pp. 184.

An excellent volume for children and not without real interest for their elders. The second of the "Canadian Heroes Series" published under the auspices of the Ontario Library Association. Mr. Gurd has here depicted the life and valiant qualities of one who belonged to a race whose cause is as silent on the pages of history as it is dead in the making of modern nations. It is only now that the racial enemies who have written the history of the Indians are beginning to understand something of the stoical greatness, the physical endurance and rugged honour, the high development of manhood, in the wonderful race of whom Tecumseh and Theyendanegea were the notable Canadian representatives. The volume is strikingly illustrated.

Down the Mackenzie and Up the Yukon: By ELIHU STEWART. Toronto, Bell & Cockburn. Pp. 270.

There are few men better able to deal with the natural resources, dormant riches and wilderness regions of Canada than Mr. Stewart. For many years a close and authoritative student of Canadian Forestry conditions it was to be expected that a description from his pen of personal experiences and work in the sub-Arctic regions of the Dominion would be valuable and interesting. It was virgin soil he traversed, it was a country voiced by Service in his words: "We saw ablaze, in the deathless days, the splendid sunsets burn." Stories or incidents of Indians, half-breeds, Esquimaux, straggling and struggling settlers, traders and missionaries, Hudson's Bay forts, rapids and rivers and lakes innumerable, pass before the eyes of the reader. With it all is a careful study of soil, minerals, timber, fish and fowl.

The Rhodes Scholarships: By GEORGE R. PARKIN, C.M.G., D.C.L., LL.D. Toronto, The Copp Clark Co., Ltd. Pp. 250.

For Dr. Parkin to write the history of the great Trust of which he has been given control and administration was natural and appropriate. The work has been done well and thoroughly and constitutes a record of great importance to all concerned in the hopes and fears, the elements of unity and disintegration, the personalities and people, the plans and ideals of Empire. The volume deals with the life and character of Rhodes; analyses his famous Will and describes the history and character of Oxford; deals with the conditions of the Scholarships, the work done, the failures met, and the successes realized; treats of the social and Imperial aspects of Oxford life. The point of gravest fear as to final success appears to be in regard to the American student whose assimilation into the life of the University has not so far been effective.

Sunshine Sketches of a Little Town: By STEPHEN LEACOCK. Toronto, Bell & Cockburn. Pp. 264.

Not since Haliburton, *via* Sam Slick, started a new school of humour and immortalized Nova Scotia in the literature of this Continent has anything quite so racy of the soil and so distinctly humorous been produced in Canada. Prof. Leacock—who in his humbler moments lectures on Philosophy or Political Economy to the youth of McGill—has an inimitable Preface to the volume in which he portrays the chief incidents of his

own life. He describes the meaning of his Degree of Doctor of Philosophy as follows: "It is that the recipient of instruction is examined for the last time in his life and is pronounced completely full. After this no new ideas can be imparted to him." Of the Ontario town of Mariposa, of the characters in the book such as Mr. Smith, proprietor of Smith's Hotel, Rev. Mr. Drone, Jeff Thorp the barber, Judge Pepperleigh and his daughter Zena, Peter Pupkin, the Bank teller, it can only be said that the town and its people are typical, humorous, and cleverly described. It is a book with real people in the pages, real laughter in the life, real character in the witticisms.

Souvenirs Politiques: By HON. CHARLES LANGELIER, K.C., Quebec. Montreal, Dussault & Proulx. Two Volumes, pp. 359 and 272.

These two unpretending volumes contain political narratives, theories and portraits covering the years 1878-1896. To the politician and historian they will be invaluable. The talented author deals with such diverse subjects as the controversy over the bestowal of the Red Hat upon Cardinal Taschereau and the building of the great Bridge at Quebec. He describes the entrance of Sir Wilfrid Laurier upon public life, champions the services and defends the character of the Hon. Honoré Mercier and chronicles the events which lead to the Confederation of the Canadian Provinces. His sketch of the rise and success of the Liberal Party in Quebec is written with the authority of one who speaks from personal experience and knowledge.

Le Marquis de Montcalm (1712-1759): By HON. THOMAS CHAPAIS. Quebec, J. P. Garneau. Pp. 686.

Whilst rendering first honours to the many writers who have at various times put forth the life story of the great French Commander, M. Chapais here marshals the facts already well known in a novel and remarkably able manner. He compares the exploits of Vaudreuil with those of his hero and strikes a balance between the career of these two eminent representatives of the French Crown in Canada. Montcalm he describes as the soldier whom Providence raised to conduct the obsequies of La Nouvelle France with triumphant glories which will shed their splendour over the pages of history until the end of time.

Public Men and Public Life in Canada: By HON. JAMES YOUNG. Toronto, Wm. Briggs. In two Volumes, pp. 365 and 479.

Written by a public man who had his own niche in the life of Canada, who observed things closely and cannilly, who did not always see eye to eye with his own Party although by habit of mind and temperament he was a natural Radical, these volumes are a valuable contribution to Canadian historical literature. Though Mr. Young opposed the Liberal party on the Commercial Union question, his point of view is essentially a Liberal one and makes itself felt throughout his pages. This, however, lends interest to the narrative and to the many personal touches, entirely void of bitterness, which he gives from time to time. Letters from public men not hitherto published are frequently found and are fitted in to serve an appropriate context. A quotation from a long letter written by Mr. Mackenzie, whilst Prime Minister in 1876, illustrates the strength of that Statesman's objection to higher tariffs: "Protection is a monster when you come to look at it. It is the essence of injustice. It is the acme of human selfishness. It is one of the relics of barbarism."

In Northern Skies: By MRS. J. W. F. HARRISON (SERANUS). Privately Published. Dunbar Road, Toronto.

A series of ten poems in pamphlet form dealing with various phases of life and nature. Softly written and embodying a certain subtlety of

spirit and style, this poetry will appeal to cultured rather than to popular tastes. Take the following:

> Had I not met her, Song had passed me by,
> Had I not loved her, Fame had been more sure.
> So this life goes, we laugh, and then we sigh,
> While we believe 'tis blessed to endure.

The House of Windows: By ISABEL ECCLESTONE MACKAY. Toronto, Cassell & Co., Ltd. Pp. 338.

This appears to be a first Novel by a Canadian who had already written some excellent verse and magazine stories. It is a really good story, well told and well written, and dealing with the life and adventures of a girl infant abandoned by a kidnapper in a Departmental Store. The child is adopted by one of the ribbon-counter girls and brought up by her with a blind sister who has some small means of her own. The plot is, therefore original from the beginning; the treatment is artistic and most attractive.

The Canadian Almanac: Edited by ARNOLD W. THOMAS. Toronto, Copp Clark Co., Ltd.

A symposium of facts about Canada for reference purposes which no one interested in business, commerce or public affairs can afford to be without. It includes Lists of Governments, Parliaments, Banks, Militia, Clergy, Legal profession, Educational institutions, etc.

New Rivers of the North: By HULBERT FOOTNER. Toronto, The Musson Book Co., Ltd. Pp. 281.

Written by a one-time Hamilton man who calls himself an Amateur Explorer. This is an interesting and descriptive record of travels along the Peace and Hay Rivers and by the head-waters of the Fraser. It brings into the limelight of the library the scenery and nature of the famous Peace River country with all its superb setting of plain and mountain, lake and river and forest; its northern sunshine, fertile soil and unknown wealth of minerals. The Illustrations are chosen to indicate the complexities of climate and scenery—summer and winter and autumn—the beauty of Alexandra Falls on the Hay River, picturesque sights in the Rockies, the life of pioneer settlers, the work of lumbermen, the sports of fishing and hunting and the fascination of exploration. It is worth reading.

Egerton Ryerson and Education in Upper Canada: By J. HAROLD PUTMAN, B.A., D.Pæd. Toronto, Wm. Briggs. Pp. 270.

Mr. Putman is Inspector of Public Schools at Ottawa and appears to have assimilated and condensed in these pages a great deal of useful information as to Ontario legislation respecting schools and education generally. Not the least interesting thing in the book is Ryerson's definition of the Education he sought to establish in the Province: "I mean, not the mere acquisition of certain arts or of certain branches of knowledge, but that instruction and discipline which qualify and dispose the subjects of it for their appropriate duties and employments of life as Christians, as persons of business, and also as members of the civil community in which they live." The history of various movements along educational and political lines is traced and the form of Legislative enactments analyzed. How far Dr. Ryerson's ideals are now really embodied and preserved in the system which he founded would be an interesting study but into this Mr. Putman does not go.

The Public Library: Its Place in our Educational System: By E. A. HARDY, B.A. Toronto, Wm. Briggs. Pp. 223.

This is a decidedly useful book written upon the assumption that Public Libraries are and should be a part of the Educational system of

the Province. It includes an historical sketch of ancient Libraries and modern ones, European and British and American Libraries. It touches on the subject from the days of the far-famed Alexandra creation of the Pharaohs, the literary activities of Greece and Rome, up to the days of Carnegie and the modern period of popular fiction. The purposes, general activities and scope, special spheres and essentials, of a Library are all dealt with. Its relation to Technical Art, Domestic, Political, Medical, Legal, Commercial and Agricultural education are also indicated.

The Life of Lord Selkirk: By GEORGE BRYCE, M.A., D.D., LL.D. Toronto, The Musson Book Co., Ltd. Pp. 95.

This little book records some of the life-long studies of Dr. Bryce into the history of the region he knows so well and the life of the man who founded Winnipeg and Manitoba. In dealing with the Earl's birthplace —St. Mary's Isle, in Solway Firth—memories are revived of the "grace" said by Robert Burns on one occasion when a guest at the seat of the Selkirks:

"Some hae meat and canna eat,
An' some wad eat that want it;
But we hae meat an' we can eat,
And sae the Lord be thankit."

It is an interesting sketch of a Nobleman who holds a high place in Canadian history.

The Woman Hater: By J. A. H. CAMERON. Toronto, The Musson Book Co., Ltd. Pp. 297.

A story of rural life in Cape Breton, N.S., written in colloquial style, teeming with the phrases, slang, and curious backwoods talk of the characters. The book is inscribed to the late sturdy Lieut.-Governor of the Province, Duncan Cameron Fraser; the hero is an old retired salt, full of quaint ideas and expressions. His opinions upon every subject under the sun are not without interest. The book can hardly, however, be styled a Novel—even the word "Story" is slightly far-fetched.

Rory of Willow Beach: By VALANCE PATRIARCHE. Toronto, Cassell & Co. Pp. 196.

A simple story with simple characters and descriptive of life in a town of New or Northern Ontario. Morna Moore, the heroine, says some clever things. In one case she is describing the veil she is going to buy for a poor widow in the neighbourhood and in answer to a question as to how long it will be, says: "It is a matter of etiquette. Mrs. Stacey's weeper was a yard and a half and *he* died of indigestion." In another place, a maiden lady of uncertain years tells a clerical visitor that she has been more or less connected with the ministry for some years: "For various reasons I have been obliged to refuse seventeen curates." The book is, however, rather disconnected in style and plot.

Pioneers of the Cross in Canada: By DEAN HARRIS. Toronto, McClelland & Goodchild, Ltd. Pp. 240.

The Very Rev. W. R. Harris, a Roman Catholic ecclesiastic of Toronto and St. Catharines, has in late years studied much, travelled much and written much. This narrative of the lives of Franciscan and Jesuit Missionaries in early Canada is the embodiment of what the author truly styles "a Christian epic of tragic fascination." The book is written with an eloquent appreciation of the piety of the Jesuit martyrs; a degree of justice to their religious faith and sacrifice to which, perhaps, Parkman, in his greater work upon the subject does not attain. It is a Work to be read and understood. Not of least interest are the striking portraits of Father Ragenau, head of the Huron Missions, and of the Martyrs to the Iroquois—Fathers Brébèuf, Jogues and Lalemant.

The Man at Lone Lake: By VIRNA SHEARD. Toronto, Cassell & Co., Ltd.
A story of Western Canada by Mrs. Sheard, the authoress of two or three other Canadian novels. This is a prettily written narrative bringing in the lonely life of the settler, the characteristics of a travelling Englishman, the incidents of a simple love-story, the life of the trapper on the great plains. Mrs. Sheard appears to have the faculty of quiet, unpretentious but interesting story-telling.

Journalism in Canada is largely represented in its Press organizations of which the chief is the Canadian Press Association. It met at Ottawa on June 5-6 with C. W. Young, Cornwall, President, in the chair. A notable address was given by the newly-elected President, John R. Bone of the Toronto *Star,* at a concluding banquet attended by the Prime Minister. In the course of his speech Mr. Bone said: "The newspaper is not always to blame for inaccuracy. It may be the victim, rather than the sinner; of deliberate untruthfulness, I think Canadian newspapers are comparatively free. Inaccuracy is almost as dangerous as deliberate faking in undermining public confidence; but if sensationalism is merely a prompt display of the news, and of such features of it as are particularly interesting, I want to be regarded as an exponent of sensationalism." The other officers chosen included Hal B. Donly, Simcoe, and W. M. Obierne, Stratford, as Vice-Presidents; J. H. Cranston, Toronto, as Honorary-Treasurer and John M. Imrie, Permanent Secretary.

The Maritime Press Association met at New Glasgow on Sept. 4-6 with President F. E. Cox in the chair. Various papers were read and J. T. Hawke of the Moncton *Transcript* was elected President; J. A. Fraser, New Glasgow, Vice-President for Nova Scotia, J. P. Melaney, Woodstock, for New Brunswick, R. L. Cotton for Prince Edward Island and D. F. McLean of Port Hood, Secretary-Treasurer. The Alberta and British Columbia Press Association met at Nelson, B.C., on July 26 and elected the following officers; President, M. R. Jennings, Edmonton; Vice-Presidents, George Gordon, Ponoka, W. G. Foster, Nelson, S. R. Hodson, Okotoks; Secretary, C. F. Hayes, Edmonton. It was the largest Convention in the history of the Association. A new organization was the Ontario Lake Shore Press Association which met at Bowmanville on Feb. 2nd and elected W. J. Watson of Oshawa President; S. Farmer of Port Perry and I. Wilson of Cobourg, Vice-Presidents; A. S. McLeese, Oshawa, Secretary.

The Canadian Women's Press Club was increasingly active in 1912. Organized in 1904 it possessed a membership of 200 with Miss Marjory MacMurchy, Toronto, as President, since 1909. Of the Toronto branch Miss Dyas was President; of the Edmonton Club Mrs. Arthur Murphy was elected President on Oct. 20 when a movement was started to have a National Convention of these Associations in that City during 1913; of the Port Arthur and Fort William Club Mrs. Sherk was President; of the Winnipeg Club Mrs. Sharman and of the Vancouver Club Miss Isabel Maclean. Amongst the new journals of the year was the Prince Albert *Times* as a daily evening paper; the merging of the Galt *Reformer* into and with the Galt *Reporter;* the publication on Nov. 14 of the Brandon *Daily*

News; the establishment in Vancouver of the *Morning Sun* with J. P. McConnell as Managing-Editor; the issue in Toronto of *The Canadian-Countryman* appealing, as a high-class weekly publication, to town and country, edited by A. L. McCredie, B.S.A., B.A., and with Directors who included Sir Edmund Walker and Z. A. Lash, K.C., of Toronto, Nelson Monteith, B.S.A., ex-Minister of Agriculture, Stratford, Thomas Delworth of Weston, Walter James, Rosser, Man., W. J. Glass, MacLeod, Alta., and A. G. Hopkins, Brolton, Sask.—all farmers except the first two; the Montreal *Financial Times,* of which the first issue was dated June 21, and which was soon established as an excellent journal of financial affairs.

Mch. 16.—The acquisition is announced of the Nanaimo *Herald* by J. S. H. Matson, owner of the Victoria *Colonist* and Vancouver *News-Advertiser.*

June 11.—The Toronto *Globe* at its annual meeting re-elects Hon. R. Jaffray, President, and the following Directors—Sir George Ross, A. F. Rutter, N. W. Rowell, K.C., M.L.A., G. Tower Fergusson.

Dec. 31.—Special numbers of elaborate character and considerable value were issued during the year by the Morning *Herald* of Fort William, the Winnipeg *Saturday Post*—a Selkirk Number; the Toronto *Globe;* the New Westminster *British Columbian,* Centennial Edition; the Montreal *Herald,* Centennial Edition; the British Columbia *Saturday Sunset,* Development Extra; the Halifax *Herald* and Halifax *Chronicle.*

XVI.—RELATIONS WITH FOREIGN COUNTRIES

Apl. 15.—The loss of the White Star Liner *The Titanic* is an international event which brings a shock of horror to many peoples. With a registered tonnage of 45,000, a displacement of 66,000 tons, a cost of $10,000,000 and carrying 2,300, it strikes an iceberg and goes to the bottom with the great majority of those on board and with 12 men said to personally represent $150,000,000. Incidents of the tragedy are many and varied—the band playing "Nearer, My God, to Thee" as the vessel sank; Captain Smith's last appeal to his crew and the men on board to "be British"; the part taken by Bruce Ismay, President of the Company who was one of the survivors and by Major Arthur G. Peuchen of Toronto whose press interviews and statements attracted wide attention; the terrible falsehoods published in the press of the United States and in some cases of Canada regarding the disaster; the loss of Charles M. Hays, Thornton Davidson, Quigley Baxter and Hudson Allison (with his wife and daughter) H. Markland Molson and Vivian Payne, of Montreal, with Mark Fortune, Thompson Beattie and Hugo Ross of Winnipeg, Geo. Wright of Halifax and T. McCaffrey of Vancouver; the heroism of the Canadian Wireless operator, H. S. Cottam, in standing by his post; the holding of Memorial Services throughout Canada

and the following contributions by Canadians to the Lord Mayor of London's Relief Fund or to that of Ottawa:

Lord Strathcona.....	$5,000	Allan Line.....	$2,500
Lord Mount Stephen.....	5,000	Canadian Pacific Railway	2,500
James Ross.....	5,000	Montreal Stock Exchange	5,000
The Canadian Agency....	2,625	J. W. McConnell.....	1,000
British Columbia Government	500	Bank of Montreal.....	2,000
Edmonton Citizens.....	1,025	H.R.H. Duke of Connaught	500
Bank of Montreal, London	1,300	Toronto Special Fund...	6,000
Massey-Harris Co.....	1,500	Canadian Northern Ry...	1,000
Grand Trunk Railway....	2,500	Dominion Government...	10,000

May 4.—The visit of a number of distinguished Frenchmen—Baron d'Estournelles, General Lebon, Comte de Rochambeau, Antoine Girard, Prof. Vidal de Lablache, M. Gabriel Hanotaux, one-time Minister of Foreign Affairs, Gabriel Louis Jaray, Fernand Cormon, French Academy of Arts, Louis Barthou, ex-Minister of Public Works, René Bazin, Louis Bleriot, the Aviator, Etienne Lamy, Le Duc de Choisel—is marked by a banquet at Montreal with Senator Dandurand in the chair and addresses of welcome from Hon. F. D. Monk and Principal Peterson. Many other functions follow.

June 4.—At Ottawa a large and influential Canadian organization is formed to join with the kindred Association in Great Britain for the purpose of co-operating with the National Committee in the United States, or any other body formed for a similar purpose, to commemorate the Centenary of the signing of the Treaty of Peace between Great Britain and the United States in 1814. Sir Edmund Walker is chosen President and C. F. Hamilton, Ottawa, Secretary. Addresses are given by Hon. W. T. White and Hon. G. H. Perley of the Government.

Nov. 11.—The Report of the International St. John River Commission—M. G. Teed, K.C, and John Keefe for Canada, and G. A. Murchie and P. C. Keegan for the United States—is made public and deals with conditions which have for years led to friction in log-driving and water storage between the Canadian and United States lumbermen. Many detailed suggestions are made for the future conservation of the waters of the River, for channel improvements, development of water power, and an elaborate system of water storage.

Dec. 8.—It is announced that Great Britain and the United States have agreed upon the composition of a Tribunal for the arbitration of pecuniary claims (about $4,000,000) as provided in the special arrangement recently ratified by the two Governments—Sir Charles Fitzpatrick, Chief Justice of Canada, to represent Great Britain, Chandler P. Anderson, of the Department of State, to represent the United States. These two will select a third member, to act as a sort of umpire and to be a subject of neither Great Britain nor the United States.

Dec. 14.—It is announced that the Holland-Canada Mortgage Co. will establish a Canadian Office at Winnipeg with J. G. Coster as General Manager and that within two years Dutch loaning Companies have invested $10,500,000 in the Western Provinces.

Mch. 28.—The Canadian Senate Committee on Taxation and Trade Relations hears F. W. Green, Hon. Duncan Marshall, J. A. Maharg, R. McKenzie, and E. C. Drury, in a vivid presentation of alleged Western wrongs and agricultural ills which have been endured owing to the defeat of Reciprocity.

Apl. 26.—At a campaign meeting in Boston, President Taft makes public a letter dated from Washington, Jan. 10, 1911, and addressed to Mr. Roosevelt, with a reply dated from New York, on Jan. 12. In the first epistle Mr. Taft writes of the Reciprocity compact which was then being negotiated at Washington, as follows: "It (Reciprocity) might at first have a tendency to reduce the cost of food products somewhat; it would certainly make the reservoir much greater and prevent fluctuations. Meantime the amount of Canadian products we would take would produce a current of business between Western Canada and the United States that would make Canada only an adjunct of the United States. It would transfer all their important business to Chicago and New York, with their Bank credits and everything else, and it would increase greatly the demand of Canada for our manufactures. I see this is an argument against Reciprocity made in Canada, and I think it is a good one." Mr. Roosevelt's reply was brief: "It seems to me that what you propose to do with Canada is admirable from every standpoint. I firmly believe in Free trade with Canada for both economic and political reasons. As you say, labour cost is substantially the same in the two countries, so that you are amply justified by the platform. Whether Canada will accept such Reciprocity I do not know, but it is greatly to your credit to make the effort."

Apl. 26.—Theodore Roosevelt speaking at Worcester, Mass., says: "I warn Mr. Taft that in discussing negotiations with a foreign Power it is well not to publish such expressions as that in his letter about making Canada an adjunct of the United States. I told him that I would support his Reciprocity proposition. I did loyally support it in several different speeches. I took the agreement on the faith of Mr. Taft's representation. Later, when I came to look up the matter, however, I became convinced that the Reciprocity agreement as passed by Mr. Taft was unwise and undesirable, because it improperly sacrificed the interests of our farmers and fishermen and because it involved indefensible action on Paper.

June 7.—The Anti-Reciprocity League of Canada, which took such active part in the 1911 campaign, is re-organized at Montreal with Charles Chaput as President. In a Resolution the Taft-Roosevelt correspondence is reviewed and it concludes as follows: "In view of the fact that the idea of Reciprocity is apparently cherished by some political leaders, we, the Anti-Reciprocity League, make official announcement that, as in the past, unbiassed by and distinct from all party politics, the League will continue to exert itself wherever and whenever necessary in defence of Canadian nationality, of the fiscal independence of the Dominion of Canada, and in the solemn and sacred cause of the maintenance of British connection."

July 26.—The United States Senate adopts an amendment to the Excise Tax Bill by 37 to 26, which provides for the repeal of the Canadian Reciprocity Act of 1911. The House of Representatives refuses (July 30) to accept the amendment by 127 to 107, and the Act or offer therefore remains on the American Statute books.

Sept. 27.—Woodrow Wilson, Democratic candidate for the United States Presidency, says at New Haven, Conn.: "I was very much interested in some of the reasons given by our friends across the Canadian border for being very shy about the Reciprocity arrangements. They said: 'We are not sure where these

arrangements will lead, and we don't care to associate too closely with the economic conditions of the United States until those conditions are as modern as ours.' When I resented this and asked for particulars I had to retire from the debate because I found that they had adjusted their economic development to conditions which we had not yet found a way to meet in the United States."

July 12.—In connection with the prolonged discussion which had been proceeding in the United States Congress and press, in Great Britain and Canada, regarding the American proposal to exempt from tolls, or refund such tolls to, United States ships passing through the Panama Canal, the Secretary of State (P. C. Knox) submits to Congress a British protest against this policy as an infraction of the Hay-Pauncefote Treaty which had replaced, in 1901, the Clayton-Bulwer Treaty dealing with the Isthmus and the Canal project. The clauses at issue in these two Treaties were as follows:

> 1. Clayton-Bulwer Treaty, Apl. 19, 1850—It is always understood by the United States and Great Britain that the parties constructing or owning the same (the Canal) shall impose no other charges or conditions of traffic thereupon than the aforesaid Governments shall approve of as just and equitable—being open to citizens and subjects of the United States and Great Britain on equal terms, it shall also be open on like terms to the citizens and subjects of every other state which is willing to grant thereto such protection as the United States and Great Britain engage to afford.
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> 2. Hay-Pauncefote Treaty, Nov. 18, 1901—The Canal shall be free and open to the vessels of commerce and of war of all nations observing these rules, on terms of entire equality, so that there shall be no discrimination against any such nation or its citizens or subjects in respect of the conditions or charges of traffic or otherwise. Such conditions of and charges of traffic shall be just and equitable. It is agreed that the Canal may be constructed under the auspices of the Government of the United States either directly at its own cost, or by gift or loan of money to individuals or corporations, or through subscription to or purchase of stock or shares, and that subject to the provisions of the present Treaty, the said Government shall have and enjoy all the rights incident to such construction as well as the exclusive right of providing for the regulation and management of the Canal.

Aug. 9.—The Panama Canal Bill providing free passage to American ships, prohibiting railway-owned vessels under certain conditions from using the Waterway and authorizing the establishment of a one-man administration when the Canal is completed passes the Senate by a vote of 47 to 15.

Aug. 12.—Many United States papers—the New York *Herald*, *Times*, and *World*, notably—protest against the repudiation of the Hay-Pauncefote Treaty, and the New York *World* says: "To break this Treaty at the call of private greed must eventually mean turning our backs upon the noble record of the United States as a leader in the cause of International arbitration and the peace of the peoples. The *World* has gladly praised President

Taft's services to this cause. Has not Washington report slandered him in assuming that he will sign a Bill so infamous that it is incapable even of plausible defence in the Peace Court of the nations?"

Aug. 19.—President Taft sends a special message to Congress suggesting the passage of a Resolution declaring that nothing contained in the Act shall be deemed to repeal any provision of the Hay-Pauncefote Treaty or to affect the Judicial construction thereof, or in any wise to impair any rights or privileges which have been or may be acquired by any foreign nation under the Treaties of the United States relative to tolls or other charges for the passage of vessels through the Panama Canal; and leaving a specific question, if raised, to be decided by the Supreme Court of the United States.

Aug. 25.—The President signs the Panama Canal Bill and issues an elaborate message defending its terms, criticizing the British protest and stating that the Bill does not positively do more than to discriminate in favour of United States coastwise trade and that the British protest seems to recognize a distinction between such exemption and the exemption of American vessels engaged in foreign trade.

Nov. 13.—President Taft issues a Proclamation prescribing the tolls to be paid by vessels using the Panama Canal:

1. On merchant vessels carrying passengers or cargo, $1.20 per net vessel ton—each 100 cubic feet—of actual earning capacity.

2. On vessels in ballast, without passengers or cargo, 40 per cent. less than the rate of tolls for vessels with passengers or cargo.

3. Upon Naval vessels other than transports, colliers, hospital ships and supply ships, 50 cents per displacement ton.

4. Upon Army and Navy transports, colliers, hospital ships and supply ships, $1.20 per net ton, the vessels to be measured by the same rules as are employed in determining the net tonnage of merchant vessels.

Dec. 9.—A Despatch from Sir Edward Grey to Mr. Bryce is made public suggesting that the question of Panama Tolls and the Hay-Pauncefote Treaty be left to Arbitration.

Dec. 31.—Incidents of the year included the formation of American Clubs in Toronto and Montreal; the completion of the distribution of the late Dr. Goldwin Smith's estate by which $675,000 went to Cornell University, New York; the announced retirement of Rt. Hon. James Bryce, O.M., as British Ambassador at Washington, and the appointment of Sir Cecil A Spring-Rice, the British Minister at Stockholm; the formation of the Franco-Canadian Trust Co., Ltd., with $2,000,000 capital of which $1,600,000 has been subscribed and with F. Carter-Cotton, Vancouver, as President; the collection of $12,000 in Canada for the National Relief Fund in aid of Chinese famine sufferers; the passing visit of eminent foreign Engineers attending the International Congress of Navigation at Washington; the visit of a Russian Commissioner (M. Kryshtofovich) to promote closer trade relations between Canada and Russia; the appointment of Hon. R. Dandurand as Grand Commander of the French Legion of Honour; the appointment of C. J. J. Bonin, as French Consul-General in Canada, M. Goor, as Consul-General of Belguim, and Henri Martin as Consul-General for Switzerland.

XVII.—MISCELLANEOUS EVENTS AND INCIDENTS

Jan. 24.—The Dominion Grange meets at Toronto in its 37th annual gathering; deplores the defeat of Reciprocity and the high cost of living; urges the elimination of Protection from the Tariff and adoption of Government ownership of Telephone trunk lines; denounces military expenditures and industrial Bounties; asks for a Referendum on the Navy and endorses "the principle and practice of Direct Legislation through the Initiative and Referendum as offering relief from political corruption and the baneful dominance of the power of Money." Henry Glendenning is elected Master.

Feb. 27.—At Buffalo on this date, and afterwards at New York, Boston, Cleveland and Chicago, Dr. A. S. Vogt, of Toronto, and his Mendelssohn Choir experience enthusiastic receptions and win the highest possible appreciation as a great Musical organization. The Saskatchewan Musical Festival at Regina, Western Canada's 5th Musical Festival at Winnipeg, and a Toronto Musical Festival are succeeding incidents of the year in another connection.

Mch. 31.—In this fiscal year the Excise duties were $19,306,069 compared with $16,919,553 in 1910-11; the details show $8,667,666 received from Spirits, $1,716,547 from Malt, $8,130,776 from Tobacco.

Mch. 31.—In this fiscal year the average daily population of the Penitentiaries of Canada was 1,853, of which 959 were of Canadian birth, 208 English, and 225 United States.

Apl. 20.—The Toronto *Globe* states of well-known "American" actors that the following were born in Canada: Margaret Anglin, Viola Allen, Clara Morris, Mabel Barrison, Julia Arthur, Roselle Knott, May Irwin, Marie Dressler, Christie McDonald, Donald Brian, Charles Meakins, William Courtleigh, Edgar Selwyn, McKee Rankin, Rose Stahl, Eva Tanguay.

May 1.—An active campaign is inaugurated in Montreal to raise $250,000 for that Diocese in order to increase the stipends of the Clergy. R. Wilson-Smith is Chairman of the Committee, and within two weeks $100,000 is raised.

May 12.—At a great Convention in Toronto, attended by 136 members of the National Brotherhood of Great Britain, the Brotherhood Federation of Canada is formed. It has affiliated with it the Anglican Brotherhood of St. Andrew and Phillip, the Methodist Young Men's Association, the Baptist Young Men's Association and the Congregational Brotherhood, including 70,000 members; its aims are to promote a closer relation between the churches and the men and to reach the great masses of people who are not in touch with religion. It is declared to be interdenominational, and invites any society or organization to affiliate with it which can respect its ideals and lend assistance in the work. The chief officers elected include Rev. Dr. Andrew T. Taylor, Toronto, as Hon. President; T. B. Macaulay of Montreal, as President; Thomas Howell, Toronto, Secretary.

May 30.—Representatives of the Y.M.C.A. interests of Canada—in affiliation with the United States organization—and holding property valued at $2,500,000 meet at Winnipeg, with Edward Brown as Chairman, and decide to form a National Young Men's Christian Association of Canada. George H. Wood, of Toronto, is elected Chairman of the Council, composed of 36 representative men from all parts of the country, and W. M. Birks, of Montreal, Vice-Chairman; Edward Brown, Winnipeg, is chosen as President of the National Association. On Nov. 21st C. M. Copeland, Toronto, is appointed National Secretary for Ontario and Quebec; H. Ballantyne, Calgary, for the Western Provinces; F. G. Marshall, New Glasgow for the Maritime Provinces.

Oct. 8.—The first Child Welfare Exhibition held in Canada is formally opened in the Drill Hall, Montreal, by Sir Francois Langelier, Lieut.-Governor, before a great concourse of people. The object is to indicate the many ways in which a child's life can be brightened and elevated.

Dec. 22.—The Most Rev. Neil McNeil is consecrated as Roman Catholic Bishop of Toronto, and in his address says: "Within the past two years the appointments of the Bishops and clergy would indicate that something new is intended. A Priest has been transferred from Quebec to Saskatchewan; another from Prince Edward Island to Nova Scotia; still another from New Brunswick to the Coast, and an Archbishop from British Columbia to Ontario. It may be accidental; nobody has told me it means anything; but I think it is a call to us all to enlarge our hearts and to widen our horizon."

Dec. 31.—During the year the Rt. Rev. Edward Le Blanc was consecrated Roman Catholic Bishop of St. John; Rt. Rev. James D. Morrison, D.D., Ph.D., as Bishop of Antigonish; Rt. Rev. Patrick T. Ryan as Auxiliary Bishop of Pembroke; Rt. Rev. George Gauthier as Auxiliary Bishop of Montreal; Rt. Rev. Timothy Casey, D.D., Bishop of St. John, to be Archbishop of Vancouver, B.C.; the Rt. Rev. Niceta Budka of the University of Lemberg to be the 1st Bishop of the Ruthenian Rite in Canada.

Dec. 31.—The Church Union question went through various phases in the year. The Special Committee of the Methodist Church (June 17) adopted a Report expressing the readiness of the Church to proceed toward the union of the three negotiating churches on the basis already arranged; the Congregational Union (Montreal, June 7), found 82 per cent. of its people in favour of Union and decided to co-operate in every way to further the project. The Presbyterian General Assembly (Edmonton, July 6), suggested co-operation between the three negotiating Churches in several departments of work, pending the accomplishment of Organic Union, which it expected to see, but was not yet prepared to fully adopt.

Dec. 31.—The Church of England in Canada selected two Bishops during the year: Archdeacon J. R. Lucas of Fort Thompson, for the Diocese of Mackenzie River, and Archdeacon E. F. Robins for the Diocese of Athabasca.

Dec. 31.—Of the retirements from the Bench in 1912, the most notable were those of Hon. E. L. Wetmore as Chief Justice of the Saskatchewan Supreme Court, and Sir Melbourne Tait, after 25 years as Chief Justice of the Superior Court, Quebec. The following were the appointments of the year:

Chief Justice, Court of Appeal	Ontario	Sir Wm. Ralph Meredith.
Chief Justice, Court of Common Pleas	Ontario	Hon. Rich. Martin Meredith.
Judge of Court of Appeal	Ontario	Frank Egerton Hodgins, K.C.
Judge of the High Court of Justice	Ontario	James Leitch, K.C.
Judge of the High Court of Justice	Ontario	Haughton T. S. Lennox.
Puisne Judge, Superior Court	Quebec	Campbell Lane, K.C.
Chief Justice, Superior Court	Quebec	Hon. Chas. Peers Davidson.
Puisne Judge of the Supreme Court	Nova Scotia	James Johnston Ritchie.
Puisne Judge, Supreme Court	Alberta	Wm. Leigh Walsh, K.C.
Judge of the Court of Appeal	Manitoba	Alexander Haggart, K.C.
Puisne Judge of the Superior Court	Quebec	Toussaint Hector Chauvin.
Puisne Judge in the Supreme Court	Quebec	Isidore Noel Belleau, K.C.
Puisne Judge, Court of King's Bench	Manitoba	Alex. Casimir Galt, K.C.
Puisne Judge, Court of King's Bench	Manitoba	John Philpot Curran, K.C.
Local Judge in Admiralty	Nova Scotia	Hon. Arthur Drysdale.
Puisne Judge of the Superior Court	Quebec	Louis Edmond Panneton, K.C.
Assistant Judge of the Exchequer Court of Canada	Ottawa	Louis Arthur Audette, K.C.

Dec. 31.—The chief Art Associations of Canada with their Presidents in 1912, were as follows:

Royal Canadian Academy of Arts	Montreal	Wm. Brymner.
Society of Art, Literature and Science	Regina	Wm. Trant.
St. John Art Club	St. John	W. Shives Foster.
Art, Historical and Scientific Association	Vancouver	F. W. Howay.
Western Art Association	Winnipeg	Mrs. Allan C. Ewart.
Ontario College of Art	Toronto	Geo. A. Reid, R.C.A.
The Canadian Art Club	Toronto	Homer Watson.
Ontario Society of Artists	Toronto	E. Wyly Grier.
Woman's Art Association of Canada	Toronto	Mrs. J. S. Dignam.

Dec. 31.—The following were the chief Religious statistics in the new Census (1910):

Province.	Roman Catholic.	Methodist.	Presbyterian.	Church of England.	Baptists.
Alberta	62,193	61,844	66,351	55,628	19,491
British Columbia	58,397	52,132	82,125	100,952	17,228
Manitoba	73,994	65,897	103,621	86,578	13,992
New Brunswick	144,889	34,558	39,207	42,864	82,106
Nova Scotia	144,991	57,606	109,560	75,315	83,854
Ontario	484,997	671,727	524,603	489,704	132,809
Prince Edward Island	41,994	12,209	27,509	4,939	5,372
Quebec	1,724,683	42,444	64,125	102,684	9,255
Saskatchewan	90,092	78,325	96,564	75,342	18,371
Yukon	1,849	405	1,603	2,199	171
Northwest Territories	4,962	2,745	56	6,812	17
	2,833,041	1,079,892	1,115,324	1,043,017	382,666

CANADIAN OBITUARY IN 1912

Name.	Particulars.	Place of Death.	Date.
Agur, Robert Henry....	President Western Fruit-Growers	Summerland, B.C.	July 17.
Akhurst, Edward	Manufacturer and Mayor..	Coaticook, P.Q..	July 20.
Alexander, M.D., Finlow.	Physician, Anglican Clergyman, Roman Catholic Priest and Scholar.....	Montreal	Mch. 28.
Adam, Graeme Mercer..	Distinguished Canadian Littérateur	New York	Oct. 30.
Allison, Hudson J.....	Montreal Financier	At Sea	Apl. 15.
Andras, John William Guy	Professor in Trinity University	Toronto	Feb. 1.
Andrews, Alfred Augusta Valentine	Business man and ex-President Canadian Industrial Exhibition	Winnipeg	Aug. 2.
Bagg, Robert Stanley...	One-time President Montreal Conservative Club..	Kennebunkport, Me.	July 22.
Barnes, LL.D., Rev. William Sullivan	Prominent Unitarian Minister	Montreal	Apl. 3.
Barr, Robert	Eminent Novelist and Journalist	Surrey, Eng.....	Oct. 22.
Barrison, Mabel	Canadian Actress—wife of Joseph Howard	Toronto	Nov. 1.
Bartlett, Lieut.-Colonel Noble Alexander	21st Essex Fusiliers.....	Windsor	Dec. 26.
Beatty, William Henry.	President of the Bank of Toronto, Canada Permanent Corporation and Confederation Life Association	Toronto	Nov. 20.
Beatty, John David....	Transportation Interests of Great Lakes	Sarnia	July 14.
Bédard, ex-M.L.A., Joseph.	Ex-Mayor of Richmond, P.Q.	Richmond	May 4.
Beemer, Horace Jansen.	Contractor and Financier...	London	July 23.
Bell, Frederick	Postmaster and Pioneer....	Qu'Appelle	Oct. 19.
Bell, ex-M.P., Hon. Adam Carr	Senator of Canada.....	Montreal	Oct. 30.
Bell, William	Founder of Bell Piano and Organ Co.	Guelph	Sept 26.
Berthiaume, Helena (Gadbois)	Wife of Hon. F. Berthiaume, *La Presse*	Montreal	Oct. 17.
Best, Thomas Frederick.	Mayor of Niagara.....	Niagara	Mch. 30.
Blackie, John Lang....	President, Consumers Gas Company, North America Life and Canada Land & Investment Co.	Toronto	Feb. 19.
Blake, P.C., K.C., LL.D., Hon. Edward	Second Premier of Ontario, Leader of Liberal Party at Ottawa, Member of Canadian Government, Chancellor of Toronto University, Member, successively, Ontario, Canadian and British Parliaments	Toronto	Mch. 1.
Blewett, B.A., Ph.D., George John	Professor of Theology and German at Victoria University	Georgian Bay....	Aug. 16.
Borthwick, D.D., Rev. John Douglas	Rector for 25 years, St. Mary's, Hochelaga	Montreal	Jan. 14.

Name.	Particulars.	Place of Death.	Date.
Bouchette, F.R.S.C., LL.B., Robert Erroll	Canadian Author	Ottawa	Aug. 13.
Bovey, F.R.S., D.C.L., LL.D., Henry Taylor	Professor of Civil Engineering, McGill, 1887-1909.	Eastbourne	Feb. 2.
Brabant, Very Rev. Augustus Joseph	Pioneer Missionary in British Columbia	Victoria	July 4.
Brooke, K.C., Charles James	Well-known Barrister	Ottawa	Nov. 12.
Brousseau, Lieut.-Col. Julien	Registrar of La Prairie County	Laprairie	Mch. 14.
Brownlee, James	Superintendent of Kenora Division, C.P.R.	Kenora	Feb. 26.
Bull, B.A., K.C., Thomas Henry	Clerk of the Peace, County of York, 1872-1902	Toronto	Sept. 6.
Bulmer, Henry	Prominent Montreal Citizen	Montreal	Oct. 1.
Burpee, Henrietta (Robertson)	Widow of Hon. Isaac Burpee	St. John	Oct. 6.
Cameron, Agnes Deans	Educationalist, Explorer and Author	Victoria, B.C.	May 14.
Cameron, M.D., James Chalmers	Eminent Physician	Montreal	Mch. 16.
Cartwright, G.C.M.G., P.C., Rt. Hon. Sir Richard John	One-time Minister of Finance and of Trade and Commerce; Liberal Leader in the Senate	Kingston	Sept. 24.
Chapman, Rev. Thomas Shaw	Pioneer Minister in Eastern Quebec	Sherbrooke	Feb. 28.
Carlile, James Braithwaite	Founder and one-time Manager of Manufacturers Life Insurance Co.	Toronto	Nov. 16.
Case, George Allen	Prominent Broker	Toronto	Nov. 17.
Clark, M.A., D.D., LL.D., D.C.L., F.R.S.C., Rev William Robinson	Educationalist, Author, Scholar, and eloquent Lecturer	Toronto	Nov. 12.
Clark, M.D., Daniel	Superintendent for 30 years of Toronto Asylum for Insane	Toronto	June 4.
Clemesha, M.D., John Wordsworth	President, Midland Loan & Savings Co. and Port Hope Gas Company	Port Hope	Apl. 20.
Clouston, Bart., Sir Edward Seaborne	Vice-President, Bank of Montreal; President, Canadian Bankers Association	Montreal	Nov. 23.
Cockburn, M.A., ex-M.P., George Ralph Richardson	President of the Ontario Bank	London	Jan. 17.
Constantine, Charles	Superintendent, Royal North-West Mounted Police	Long Beach, Cal.	May 7.
Corning, B.A., K.C., ex-M.L.A., Thomas Edgar.	Barrister and Politician	Yarmouth	Aug. 9.
Cornish, LL.D., Rev. Geo. Henry	Methodist Minister, Statistician and Author	Toronto	Aug. 25.
Coughlin, M.L.A., Timothy	Middlesex Politician and Live Stock Expert	London	Aug. 13.
Cox, Edward Strachan	Banker, Broker and Alderman	Toronto	Sept. 4.
Crawford, M.A., D.D., Very Rev. Edward Patrick	Dean of Halifax	Halifax	Dec. 17.

Name.	Particulars.	Place of Death.	Date.
Crerar, M.A., K.C., Peter Duncan	Manufacturer, Sportsman, Politician, Barrister	Hamilton	June 10.
Curry, M.A., D.C.L., K.C., Lemuel Allen	Prominent Barrister	St. John	Dec. 22.
Cuffe, John Evors	Journalist and Collector of Customs	St. Catharines	May 17.
Davidson, Thornton	Montreal Financier	At Sea	Apl. 15.
Davis, John	Mayor of Windsor, 1897-1901	Windsor	Oct. 14.
Desjardins, P.C., ex-M.P., Hon. Alphonse	Ex-Mayor of Montreal and Minister of Militia (1896).	Montreal	June 4.
Dexter, David	President, Federal Life Assurance Co.	Hamilton	Apl. 2.
Delworth, Joseph	President, Ontario Poultry Association	Toronto	Sept. 23.
Donahue, K.C., Dennis Joseph	County Judge of Renfrew	Guelph	Sept. 12.
Dunford, Augustus Decimus	Superintendent of Branches, Molsons Bank	Montreal	June 5.
Dwight, Harvey Prentice	President, Great North-Western Telegraph Co.	Toronto	July 4.
Ellis, Edward James	Ex-Warden of Peel	Caledon	June 28.
Ethier, K.C., Joseph Landre	For 30 years City Solicitor of Montreal	Montreal	June 28.
Fairchild, George Moore.	Canadian Litterateur	Quebec	Sept. 18.
Fisher, George Starboard	Prominent Citizen	St. John	Mch. 30.
Fletcher, D.D., Rev. Donald Hugh	Ex-Moderator, Presbyterian Church in Canada	Hamilton	Feb. 25.
Foley, Michael Sylvester	Founder and Editor of *The Journal of Commerce*	Montreal	June 17.
Fuller, Samuel	Ex-Postmaster	Stratford	Oct. 1.
Fulton, Edward	Nova Scotia Publicist	Bass River	Nov. 4.
Glen, Francis Wayland.	M.P. for South Ontario, 1878-1887	New York	May 5.
Goodspeed, D.D., Rev. Calvin	14 years Professor of Theology, McMaster University of Toronto	Paradise, N.S.	July 6.
Gordon, Rev. Donald	Presbyterian Pastor in Glengarry for 20 years.	Winnipeg	Feb. 11.
Gray, John Warrener	Eminent Pioneer Artist and a Founder of the Montreal Art Association	Montreal	Feb. 25.
Gregor, B.A., Ph.D., Leigh Richmond	Professor of Languages, McGill	Tucson, Arizona.	Jan. 1.
Griffith, M.A., Ph.D., Rev. Thomas	Prominent Methodist Minister	Toronto	Apl. 6.
Guay, Eugene	8 years Mayor of St. Henri.	Montreal	June 2.
Hale, Frederick Harding.	Member of Parliament for Carleton, N.B., 1887-1904.	Vancouver	June 16.
Hanna, K.C., John Watson	Mayor of Windsor	Windsor	Feb. 14.
Hannon, D.D., Rev. James.	Eminent Methodist Minister	St. Mary's	Mch. 23.
Harrison, Jeremiah	Prominent Business man of St. John	Fredericton	Oct. 15.
Harrison, Wm. Lomas.	Pioneer of Manitoba	Neepawa	May 4.
Hart, M.A., D.D., Rev. Thomas	37 years Professor of Classics, Manitoba College.	Winnipeg	Aug. 17.
Hays, Charles Melville.	President, Grand Trunk and G.T.P. Railways	At Sea	Apl. 15.
Heneker, M.A., D.C.L., LL.D., Richard William.	One-time President, Eastern Townships Bank	Bournmouth	Aug. 18.
Hickson, B.A., LL.B., K.C., James Claud	Well-known Barrister	Montreal	Feb. 2.

Name.	Particulars.	Place of Death.	Date.
Hodgins, M.A., LL.D., I.S.O., John George	Ex Deputy-Minister of Education and Historiographer of Ontario	Toronto	Dec. 23.
Holmes, D.D., Rt. Rev. George	Lord Bishop of Athabasca	London	Feb. 3.
Howell, Harry Spencer	Canadian Litterateur	Galt	Aug. 6.
Hudson, ex-M.L.A., Wm. Parker	Manufacturer and Politician	Belleville	Nov. 21.
Hunter, James	Well-known Business man	St. John	July 30.
Inch, M.A., LL.D., James Robert	Ex-Chief Superintendent of Education, N.B.	Amherst	Oct. 14.
Johnson, William	Prominent Citizen	Belleville	Oct. 5.
Jack, Mrs. Annie L.	Writer on Horticulture, etc.	Chateauguay	Feb. 15.
Jones, M.A., William Evans	Eminent Journalist	Vancouver	Dec. 17.
Jones, C.E., Chilion	Architect and Designer of Parliament Buildings, Ottawa	Bermuda	Apl. 2.
Keating, Edward Henry	City Engineer of Toronto, 1892-1898	Toronto	June 17.
Keefer, George Alexander	Eminent Civil Engineer	Victoria	May 17.
Kennedy, ex-M.L.A., William James	Journalist and Politician	Virden	Dec. 22.
Kidd, M.P., Edward	8 years Member for Carleton, Ont.	North Gower	Sept. 16.
Kingsmill, M.A., K.C., Nicol	Eminent Toronto Barrister	Toronto	July 22.
Laurie, C.B., ex-M.P., D.C.L., Lieut.-Gen. John Wimburn	Served in 2nd Riel Rebellion; Member of Canadian Parliament, 1887-1891, and of British Commons, 1895-1906	London	May 19.
Laurence, Hon. Frederick Andrew	Judge of Nova Scotia Supreme Court	Truro	Feb. 13.
Le Moine, Knt., LL.D., F.R.S.C., Sir James Macpherson	Author and Historian	Quebec	Feb. 5.
Leonard, Charles Weston	Prominent Merchant	London	Nov. 23.
Lestanc, O.M.I., Rev. Jean Marie	Pioneer Priest, Administrator of St. Boniface	Calgary	May 5.
Lingham, Frederick Ridley	Lumberman. Cattle dealer, Financier	Belleville	Mch. 31.
Lortie, D.D., Rev. Stanislaus A.	Professor of Theology, University of Laval	Quebec	Aug. 19.
Lount, Samuel	Registrar, Simcoe County	Barrie	Apl. 4.
Lyall, Peter	Eminent Contractor	Montreal	Nov. 14.
Mabee, Hon. James Pitt.	Chairman, Dominion Board of Railway Commissioners	Toronto	May 6.
Major, Edward James	Business man and ex-Chairman, St. James Club	Montreal	May 1.
Mara, Henry Stephens	Prominent Broker	Toronto	Nov. 19.
Miller, K.C., P.C., Hon.	Senator of Canada since 1867.		
Miller, William White	For 32 years Postmaster of Portage la Prairie	Portage	Nov. 12.
Misener, M.A., B.D., Ph.D., Austin Perley	Professor of Oriental Literature, Victoria University	Toronto	Jan. 24.
Mohun, Edward	British Columbia Pioneer and Engineer	Victoria	Oct. 23.
Molson, Hugh Markland	Montreal Financier	At Sea	Apl. 15.
Morris, Massey	Lately Manager, Toronto Branch Canadian Bank of Commerce	Toronto	July 27.
Morton, John	Vancouver Pioneer	Vancouver	Apl. 19.

Name.	Particulars.	Place of Death.	Date.
Moss, Knt., Hon. Sir Charles	Chief Justice of Ontario	Toronto	Oct. 11.
Mulock, Sarah (Crowther), Lady	Wife of Sir Wm. Mulock	Toronto	Oct. 28.
Munroe, George Fraser	Manitoba Pioneer	Winnipeg	June 5.
Macdonald, K.C., ex-M.P., Hon. James	Chief Justice of Nova Scotia, 1881-1904	Halifax	Oct. 3.
Macdonald, Hon. Andrew Archibald	"A Father of Confederation," ex-Lieutenant-Governor of Prince Edward Island, Senator of Canada since 1891	Ottawa	Mch. 21.
MacDonald, D.D., Rt. Rev. James Charles	R. C. Bishop of Charlottetown	Charlottetown	Dec. 2.
MacDonald, D.D., Most Rev. Ronald	Archbishop of Gortyna and lately Bishop of Harbour Grace, Nfld.	Montreal	Sept. 17.
Macdonald, Miss Annie Sandfield	Canadian writer	S. Lancaster	Apl. 24.
Macdonell, ex-M.L.A., ex-M.P., John Alexander	Western Engineer and Politician	Kingston	Oct. 27.
MacMorine, D.D., Ven. John Kerr	Archdeacon of Kingston	Augusta, Ga.	Nov. 24.
MacMurchy, M.A., LL.D., Archibald	Educationalist and Litterateur	Toronto	Apl. 27.
McDonald, Henry	Mayor of Glace Bay, N.S.	Sydney	Dec. 3.
McDougall, Fulton	A Royal Bank Manager for many years	Boston	Apl. 5.
McGillicuddy, Daniel	Journalist and Politician	Toronto	Dec. 12.
McGillivray, B.A., M.D., Alice		Hamilton	Oct. 29.
McKay, ex-M.P., Hon. Thomas	Senator of Canada	Truro	Jan. 13.
McKay, ex-M.P., Alexander	Inspector of Customs	Hamilton	Apl. 21.
McLaren, Wm. Duncan	Leading Manufacturer	Montreal	Sept. 29.
McLaurin, D.D., Rev. John	40 years a Missionary in India	Toronto	Mch. 28.
McLellan, John	Ex-Superintendent of Terminals for C.P.R	Winnipeg	Oct. 8.
McInerney, M.D., James Peterson	New Brunswick Legislature	St. John	Aug. 8.
Neilson, Matthew	Eminent Civil Engineer	Westmount	Jan. 22.
Nordheimer, Mrs. Samuel (Edith Louise Boulton)	President for 11 years of the Imperial Order Daughters of the Empire	Toronto	Nov. 14.
Nordheimer, Samuel	Manufacturer, Capitalist and German Consul	Toronto	June 29.
Oborne, James	Senior General Superintendent of C.P.R	Vancouver	May 1.
Ogilvie, F.R.G.S., William	Commissioner of the Yukon, 1898-1901	Winnipeg	Nov. 13.
O'Brien, John Michael	One-time Editor of Vancouver *World*	St. John	Feb. 11.
O'Hanly, C.E., John Lawrence Power	Eminent Engineer	Ottawa	Mch. 22.
O'Sullivan, Henry	Provincial Geologist	Quebec	Mch. 27.
Paterson, B.A., Ernest Riddell	1st Rhodes Scholar from University of Toronto	Toronto	July 21.
Pearson, K.C., Hon. Benjamin Franklin	President Nova Scotia Barristers Society, Member Nova Scotia Government and Legislature	Halifax	Jan. 31.
Pickard, Charles	Mayor of Sackville in 1908-09-10	Sackville	Dec. 23.
Pinhey, A.R.C.A., John Charles	Montreal Artist	Montreal	Sept. 7.

Name.	Particulars.	Place of Death.	Date.
Pooley, ex-M.L.A., Hon. Charles Edward	One-time Member of British Columbia Government and Speaker of its Legislature	Victoria	Mch. 28.
Porter, William	Ex-Warden of Peel County.	Woodbridge	Apl. 11.
Prendergast, Marie Joseph Alfred	General-Manager La Banque D'Hochelaga since 1887.	Montreal	May 27.
Pritchard, Hugh	Manitoba Pioneer	Middlechurch	Nov. 8.
Ramsay, William Miller.	40 years Canadian Manager of the Standard Life Assurance Co.	Montreal	Nov. 13.
Read, John	Well-known business man and official	Stratford	Feb. 20.
Rennie, Simpson	Well-known Ontario Agriculturist	Toronto	Oct. 21.
Riddell, Wm. Henry	Assistant Manager Mutual Life Assurance Co.	Waterloo	May 9.
Robertson, ex-M.L.A., George	Deputy Receiver-General, One-time Mayor of St. John, and 1st President Maritime Boards of Trade.	St. John	Oct. 18.
Robertson, M.D., ex-M.L.A., David	Registrar, County of Halton	Nelson	Aug. 8.
Robertson, Margaret Bruce (Eberts)	Widow of Hon. Alex. Rocke Robertson	Victoria	Jan. 8.
Robinson, ex-M.P., William	Ex-Mayor of Kingston, Member of Legislature and of Dominion Parliament	Kingston	July 21.
Rochon, Télésphore	Ex-Inspector of Bilingual Schools, Eastern Ontario.	Ottawa	June 20.
Rolland, M.L.C., Hon. Jean Damien	President La Banque d'Hochelaga, ex-President Canadian Manufacturers Association	Montreal	Nov. 16.
Ross, Charles Hammond.	Ex-Mayor and Police Magistrate	Barrie	Feb. 14.
Ross, ex-M.P., Hon. William	Senator of Canada and one-time Minister of Militia.	Ottawa	Mch. 17.
Ross, William	Famous Oarsman	Halifax	June 26.
Rutherford, Thomas	Pioneer Lumber Merchant.	Winnipeg	June 22.
St. Anaclet, Rev. Mother (Miss Cromier)	Superior-General of the Congregation of Notre Dame	Montreal	Nov. 19.
Savage, Alonzo C.	Ex-Mayor of Granby, P.Q.	Granby	July 10.
Scott, Henry Castle	Prominent Montreal Citizen.	Montreal	Feb. 28.
Shanly, C.E., James Moore	Eminent Railway Engineer.	Montreal	Nov. 28.
Shepherd, Robert Ward.	35 years Manager, Ottawa River Navigation Co.	Montreal	Nov. 8.
Sifton, ex-M.L.A., Hon. John Wright	Western Pioneer, Contractor. Politician	Winnipeg	Sept. 19.
Singleton, John Henry.	Prominent Dairyman and Farmer	Smith's Falls	July 3.
Smith, Cecil Brunswick.	Eminent Civil and Railway Engineer	Toronto	June 29.
Smith Robert Alexander.	Broker and Financier.	Toronto	July 17.
Smith, R. Barry.	New Brunswick Barrister.	Moncton	July 16.
Snelgrove, M.A., Ph.D., Major Henry John.	Ex-President Canadian Fraternal Association	Toronto	Dec. 22.
Sparling, M.A., D.D., Rev. Joseph Walter	Principal of Wesley College.	Winnipeg	June 16.
Spence, George	Past Grand Chief Templar I.O.G.T.	Toronto	Feb. 22.
Stark, John	Ex-President Toronto Stock Exchange	Toronto	June 29.

Name.	Particulars.	Place of Death.	Date.
Stephenson, Major James	Ex-General Superintendent Grand Trunk Railway	Cleveden, Eng	June 5.
Stewart, D.D., Rev. Wm. Boyd	Eminent Baptist Minister	Toronto	Mch. 5.
Stinson, Fred	Pioneer Western Ranchman	Montreal	Jan. 15.
Taché, I.S.O., Eugene Etienne	Deputy Minister of Crown Lands	Quebec	Mch. 13.
Tamblyn, B.A., William Ware	Prominent Educationalist	Toronto	Nov. 18.
Taylor, F.R.S.C., F.E.S., F.Z.S., George William	Curator Biological Station, Pacific Coast	Victoria	Aug. 22.
Taylor, James Haddon	Prominent Journalist	Victoria	Nov. 29.
Tees, William	Merchant, Sportsman, Philanthropist	Montreal	Mch. 12.
Thomas, K.C., John Parker	Prominent Barrister and Citizen	Belleville	May 5.
Thompson, Frederick William	Financier and Vice-President Ogilvie Flour Mills	London	Mch. 7.
Troop, Howard Douglas	Shipowner, etc.	St. John	Apl. 1.
Tupper, Frances Amelia (Morse), Lady	Wife of Rt. Hon. Sir Charles Tupper	Bexley Heath, Kent	May 11.
Turgeon, S.J., Rev. Adrien	Ex-Rector of St. Mary's College	Charlottetown	Sept. 8.
Vince, Lieut.-Col. Donald McLeod	Barrister and Militia Officer	Woodstock, N.B.	Nov. 25.
Walmsley, Thomas	Prominent Insurance man	Toronto	Mch. 28.
White, C.M.G., Lieut.-Col. William	Deputy Postmaster-General for many years	Ottawa	Apl. 2.
White, Hon. George William	One-time Member of New Brunswick Assembly, Legislative Council and Executive	Centreville	Mch. 20.
White, Hon. Alonzo J	Nova Scotia Politician, Registrar of Deeds, Halifax	Halifax	Aug. 29.
Whitehead, Colonel Edward Ashworth	Ex-Commandant Victoria Rifles	Montreal	Sept. 7.
Wilson, Ph.D., Rev. Robert	Methodist Minister and writer	St. John	June 24.
Wilson, M.D., ex-M.P., Hon. John Henry	Senator of Canada	St. Thomas	July 3.
Wilson-Smith, Richard	Ex-Mayor and prominent financier of Montreal	Montreal	Sept. 12.
Worthington, M.D., ex-M.P., Colonel Arthur Norreys	Fought in 2nd Riel Rebellion and South African War	Sherbrooke	Feb. 7.
Wyld, Frederick	Eminent Toronto Merchant and Financier	Toronto	Aug. 26.

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Special Supplement

Containing Important Public Addresses of the year and Historical Data Regarding Canadian Interests and Institutions

THE NEW CANADIAN BANK OF COMMERCE BUILDING AT WINNIPEG, 1912.

ANNUAL REVIEW OF NATIONAL CONDITIONS

By

SIR EDMUND WALKER, C.V.O., D.C.L., L.L.D.,

and Officials of

The Canadian Bank of Commerce*

The Dominion in General, by Sir Edmund Walker, President of the Bank

The area of Canada in which the Bank is directly interested has become so large that we have decided to present the information collected regarding its industrial position in a new form. We shall hereafter include in the statement made to our shareholders reports from those senior officers of the Bank who have charge under the General Manager of the various geographical divisions of the Bank and who are better qualified than we are to set forth the facts regarding such districts.

The year has been one marked, even in comparison with recent years of large expansion, by a continued increase in immigration, in building operations of all kinds, especially in connection with railroads, in foreign and domestic trade, in bank deposits, indeed, in almost everything connected with the prosperity of a country. Our object in stating what is so well known is that we may consider the causes of our rapid growth and whether in the methods of our expansion there is anything which needs to be checked. Our financial requirements are mainly determined by the volume of immigration. It is because of this that we must build so largely, and this also is the main cause of the excess of our imports over our exports. The immigration for the calendar year, December being estimated, was 394,784, an increase over the record year of 1911 of 13 per cent. The immigrants came to us from forty-one countries and were divided as follows: British, 144,830; American, 140,456; from other countries, 109,498. In order to transport them to their inland destination 800 passenger trains of ten cars each, averaging 50 persons to each car,

* NOTE.—Annual statements and addresses, Canadian Bank of Commerce, Toronto, January 9, 1913. See also Historical Sketch, Supplement, 1910 volume.

would be required. In the last two years we have added nearly 10 new people to each 100 people already in Canada taken as a whole, but as over half of these immigrants have gone to the Western provinces, the proportion of newcomers to these provinces in the same period has been about 20 to each 100. The population of Saskatchewan has increased fivefold in ten years. Clearly this is proportionately the largest immigration problem ever handled by any country. In order to house, settle, and arrange transportation for these people, we must borrow very largely, and as long as such streams of newcomers continue we are likely to be borrowers on a large scale, at least for many decades to come. In the excess of imports over exports and in the volume of our securities sold abroad in order to settle that difference, one can clearly see the strain put upon Canada by this enormous accession of new people. The total of our foreign trade for the fiscal year ending March, 1912, was $874,538,000. Our imports were $559,220,000, and our exports $315,317,000, the balance against us being $243,903,000, and the figures for the half year ending September, 1912, show imports on an even larger scale.

The imports of iron and steel in various forms from raw material to highly complicated manufactures amount to $95,000,000. Almost all these articles are already being made in Canada but not in sufficient quantities, or not of high enough quality, to satisfy our requirements. It is to the last degree desirable that such articles should be made at home, and to the extent of say $50,000,000 or $60,000,000 they clearly should be. With the exception of motor cars and parts to the extent of $7,387,000, and a few other items, the whole of this amount may be safely attributed to the erection of new structures or the opening up of new farm lands. It is this large difference between our exports and our imports which causes us to send so many securities to the London market, and if it were true that we are offering too many securities it would mean that we are importing too many goods or exporting too little, or both. Doubtless some Canadian securities are offered which should not have been created, and doubtless our imports are unwisely increased to some extent by the extravagance of an unusually prosperous people, but the main cause each year is the same. We need more than ever new mileage of railways, vast quantities of new rolling stock, warehouse and port facilities, municipal expenditures in hundreds of new towns and an enlarged scale of improvements in all the older municipalities, the building of ordinary roads, bridges, etc., in many new areas of settlement, the creation of plants for new industries and the general increase of existing plants throughout all Canada, the erection of private dwellings in greater numbers and of more permanent construction than in the past, and many other forms of betterment which need not be detailed. But while our needs are mainly measured by our immigration, we are apt to forget that it is the investor in our securities who has the power to determine finally the pace of our expansion. For every dollar we wish to fix in permanent improvements somebody should have saved a dollar, and at this extravagant moment the borrowers throughout

the world exceed those whose savings take the form of loanable capital. It is for us therefore to consider not so much our needs as the opinion of the investor regarding our securities, and the condition of the world's money market. If we do this we must conclude to restrict our building operations as much as possible for the moment, and we must expect to pay a higher rate of interest for our requirements. Men with business experience before entering upon building operations, large or small, assure themselves that the needed money is available. It is only our municipalities and reckless promoters who incur large obligations before they are sure of the necessary investor in the securities they propose to offer. Many of our towns and cities which have refused to consult the Banks find themselves embarrassed as a result, and improvements which may be wise and much needed must be absorbed in the near future, but at lower prices than heretofore in order to meet the investors' expectations of a higher return. Our municipalities, however, should seriously consider whether during periods of such rapid expansion the tax rate should not be largely increased. In the days of western expansion in the United States 25 and 30 mills on a fairly high valuation of property were not uncommon rates. Again, should we not pay for local improvements in a far shorter time than we do? The western cities of the United States make their local improvements by the issue of short term securities, the average life of which is usually not more than five years. Such securities often carry six per cent. interest and do not appeal to the same class of investor as do long-term municipal debentures. We can easily see the bad effect on the credit of our municipalities of adding the heavy cost of local improvements, spread over long terms, to the ordinary general debt. Such a system as that followed in the United States would probably not find favour with the sub-division promoter because it would be a powerful check on all speculative real estate schemes. At least a year ago it became generally known that there were many Canadian securities in existence which had not been absorbed by the investor and that real estate speculation was proceeding at too rapid a pace. Undoubtedly the knowledge of these facts has exercised some restraint upon our people. Transactions in inside city properties have probably been larger than ever but the sub-division promoter has not prospered. Direct investments of British capital in agricultural lands to be resold have been made in both the east and the west on a large scale.

In common with the rest of the world we are living in a time of high prices, and the incidence of these prices on those who have fixed incomes or earnings is so heavy as to constitute the greatest economic difficulty we have to face. I shall not attempt to deal fully with a subject which is being studied by Government Commissions in many leading countries and which will, let us hope, be referred to an international Commission. There are some forces which affect the general trend of prices, others which may cause any particular commodity to go above or below the line of the general trend, and again others which are local and produce such apparent anomalies as higher prices

for foodstuffs in cities nearer sources of cheap production as compared with more remote centres of consumption. Without, therefore, discussing the effect of an enlarged and cheapened supply of gold, the enormous increase of credit partly made possible thereby, and the effect of many other forces causing a general upward trend of prices we may profitably consider some local causes which put the people of Canada at an unnecessary disadvantage. One of the most powerful and inexcusable local causes for the high price of food is the condition of our country roads. It must be clear that if a farmer has to travel ten or twenty miles to a city to sell his produce, every hour of delay to himself and his horses and wagon, every bushel or pound less he is able to carry, every day lost in the length of the life of his horses and wagon, cause just so much increase in the cost of the article he has to sell. To the extent that this needless and cruel loss might, if avoided, partly add to the farmers' profits and partly lessen the cost to the consumer, the state of our roads is little short of a crime. If the bad roads around a city cause the price of food to be much higher than it need be, one of the results is to enable producers hundreds, perhaps thousands, of miles away to enter into competition with the farmer in his own county, because the cost in transit over one mile of bad wagon road will cover the cost over many miles of good railroad. This competition may help the consumer by keeping prices from rising still higher, but it will not bring the price below the point fixed by the extra cost from the bad local roads. It will not do any good for those of us who live in well-paved cities to blame the farmers for bad roads. They cannot be expected to build good roads entirely at their own expense, and good roads will not come so long as we wait for anything as unfair as this. It is not that we do not know how to construct good roads. We know fairly well what we should do, but we hesitate to do it. In the excellent report on Highway Improvements in Ontario for 1911 there is a sufficient abstract of the systems adopted by the various countries of the world and by thirty-three states in the United States; of these, that in use in the State of New York seems to be the most complete. Under this system roads are classified as follows:

(1) State roads built at the entire cost of the state.

(2) County roads to which the state contributes one-half, the county 35 per cent., and the township 15 per cent. For maintenance the state collects from the townships $50 per mile per annum, the remainder being contributed by the state.

(3) Township roads, to which the state contributes one-third of the cost of construction.

Can the people of Canada be made to realize that every man, woman and child suffers from the evil of bad roads whether they use the roads directly or not? Have we not as much intelligence as the citizens of these thirty-three neighbouring states?

Another cause of high prices is the general inefficiency of most kinds of labour. Employment is so easily obtained and the worker is apt to be so lacking in training for the particular calling it falls

to his lot to occupy, that for this reason alone three men are often needed to do the work of two. The necessity of buying food for three families instead of two clearly raises the price of food and every non-producer of food in Canada therefore suffers from this inefficiency of labour. Still another evil, tending to high prices and growing rapidly in these extravagant times, is the waste in the use of food. As seen in a modern hotel or dining car this shocks most of us, but in countless families the waste is nearly as bad proportionately. If three animals are bought where only two are really needed, the price of meat is raised for everybody. I must apologize for repeating facts which are so palpable, but in our desire to blame someone else for the suffering caused by high prices, we often refuse to see local causes which largely contribute to it and which we could at least moderate if we chose.

We have often spoken of the tendencies of modern life which increase the food consumers out of proportion to the food producers, and it is pleasing to see some slight evidence of a return to the land which may help to correct this disproportion, but while the quantity of fruit, vegetables and cereals grown may immediately be increased so as to affect prices, the state of the cattle industry of North America is so serious that some years must pass before we may hope for a return of local conditions. It looks as if the United States would soon cease to export beef, and unless we at once change our course we may be in a similar condition. We must increase the number of beef cattle, sheep and swine on the land very largely if our annual consumption is to be supplied without depleting the herds. We shall hope the Commission regarding our cattle ranges will produce good results, and that the assurance of high prices for meat for some time to come may induce mixed farming to a degree not yet accomplished. Since 1908, while there has been a small increase in the number of horses in Canada, there has been a serious decline in the number of milch cows, beef cattle, sheep and swine. There should have been a very large increase, and unless every possible effort to arrest the decrease is made, this class of food will grow steadily dearer in price. The falling off is most noticeable in Ontario, while the only important gains are in Saskatchewan and Alberta.

The Clearing House statements again give ample evidence of our rapid growth. The returns of twenty Clearing Houses for 1911 made a total of $7,391,368,000 while for 1912 the figures were $9,146,-236,000, a gain of 23.74 per cent. Once more we have to record a gain in every Clearing House in Canada.

The building permits of the four chief cities were as follows:

	1911.	1912.
Montreal	$14,580,000	$19,642,000
Toronto	24,374,000	27,401,000
Winnipeg	17,550,000	20,475,000
Vancouver	17,652,000	19,388,000

The Province of Quebec, by the Manager of the Canadian Bank of Commerce at Montreal

The Province of Quebec has had its full share of the general prosperity enjoyed throughout Canada in 1912. Notwithstanding the anxiety which was felt during the summer regarding the crop prospects the yield proved considerably better than was expected, and the high prices obtained for all farm produce to a great extent compensated the farmers for any shortage that there may have been in the size of the crops. The weather conditions under which farming operations were carried on during the year were decidedly unfavourable. The cold, wet weather in the spring delayed seeding and the growth of the crops was retarded by the excessive rains during the summer; these conditions continued throughout the fall, preventing the grain from maturing properly, and making harvesting difficult and expensive. The yield of grain was generally below the average and the quality was not up to the usual standard, while in many instances the crops on low-lying lands were a failure. The crop of oats was light and in some cases the oats were cut green and used as feed for stock. Reports as to the root crop are somewhat conflicting, but the results appear to have been better than in 1911—this applies especially to potatoes. Vegetables and garden products have found a ready market at high prices. The hay crop suffered in some districts from too much moisture, but on the whole the yield proved satisfactory and in some districts record crops are reported. The abundant hay crop of 1911 enabled the farmers to winter somewhat larger herds of cattle and the season this year was good for pasture. The result was that the quality of the cattle was above the average and large shipments were made to the Montreal market, where high prices were obtained. A moderate number of sheep of good grade were marketed. It is encouraging to note that in some districts considerable attention is being given to the breding of fine cattle and horses, and important sales were made during the summer at exhibitions of fine stock. No marked increase is noted in hog raising, and local packers continue to send thousands of dollars annually to Ontario to enable them to feed the inhabitants of Quebec. Dairy operations have been attended with more than ordinary success owing to the increased output and the high prices obtained for butter and cheese. The factories generally report that their receipts of milk have been large and the quality above the average. It is interesting to note that some of the factories in the Eastern Townships find a ready market for their cream across the border line at prices, it is claimed, which yield the factories better returns than would be obtained if they manufactured the cream into butter.

The yield of maple sugar was unusually small this year, but the quality was good and prices high. This is a very important industry in the province, and it is regrettable that more effective measures are not adopted everywhere in Canada to protect the pure product by prohibiting the sale of adulterated syrups and sugars labelled "maple." The cultivation of tobacco is becoming an important branch of agri-

culture in some sections of the province, and an idea of the extent to which this industry is carried on may be obtained from the statement that in one district 3,000,000 pounds were harvested in good condition within a radius of five miles. It was not, however, a favourable year for this crop, as owing to the wet season the plant did not mature quickly enough and the quality of the leaf was somewhat inferior. The profits from growing tobacco are much larger than those from ordinary farming.

Complaints are general as to the scarcity of farm labour, and although high wages are offered conditions do not improve.

The records at the Quebec Observatory show that the rainfall during five months of this year (May to September) reached a total of 24.82 inches, while the average for the same period during the last fifty years was only 18.93 inches.

Last winter was a favourable one on the while for lumber operations in Quebec and the cut of logs was fairly large. Lumber was in good demand throughout the year at improved prices. There was also a steady demand for pulp wood in both Canada and the United States, and large shipments were made to American paper mills at satisfactory prices. Conditions in the asbestos industry improved somewhat during the year, there was a better demand for all grades, and prices were firmer.

In many respects the navigation season of 1912 was a remarkable one, especially with regard to the increase in west-bound passenger traffic, the arrivals in the port of Montreal being greater than during any previous season since the record year of 1907. Freight traffic also showed a marked increase, and rates were more remunerative. The increase in the size and tonnage of the steamers using this route has made it necessary to deepen and widen the ship channels, and dredges were engaged in this work throughout the season.

The export trade in apples from the port of Montreal during the season of 1912 was larger than that of the previous two years, the shipments showing an increase of 60,378 barrels and 22,554 boxes as compared with 1911, and an increase of 163,996 barrels and 222,619 boxes as compared with 1910. While exports of butter for the season of 1911 showed a phenomenal increase over the figures of the previous four years, there was an equally great decrease in 1912, exports to Great Britain having ceased altogether. The demand from British Columbia and the Western provinces was very large and 166,250 boxes were sent west, an increase of 50 per cent. over the shipments of last year. It is estimated that unless there is a development of mixed farming in the next two or three years it will be necessary for Canada to import butter. Owing to increased local consumption cheese exports decreased 87,645 boxes, the total shipments being 1,723,021 boxes as against 1,810,666 boxes in 1911, and 1,892,235 in 1910; at the same time, on account of the higher prices obtained, the value shows only a slight decrease. The total shipments of grain were 38,918,264 bushels, an increase of 9,025,080 bushels over 1911, and of 12,058,996 over 1910. A noticeable fact is that while in 1911

5,890,000 bushels of American corn were shipped from Montreal, not one bushel was exported this season. Wheat exports, on the other hand, were about 12,500,000 bushels larger than last year. Exports of oats, barley and rye were also larger. Hay shows a large decrease, the total being 563,783 bales against 853,962 bales in 1911 and 717,715 in 1910. Flour exports were 1,827,421 sacks and 186,470 barrels in 1911. The increase in the number of barrels shipped represents a larger trade with Newfoundland. An exceptionally good year was experienced in the lumber trade, exports being 109,370,764 feet as against 103,473,220 feet in 1911, an increase of 5,897,544 feet.

There has been continued activity in real estate during the year, the volume of transactions and the aggregate value represented exceeding all previous records. Prices have advanced for property of every description—commercial, industrial and residential. The increase of $120,000,000 in 1912 in the assessed value of taxable real estate in the city of Montreal, following as it does a substantial increase in 1911, is an indication of the rapid advance in values which has taken place in city properties. There has been a great deal of speculative trading in real estate, especially in outlying sub-divisions. Prices of central city properties, however, hold firm, and the demand for desirable sites for building purposes will probably continue for some time yet. Building operations have beeen active throughout the province and have been on a very large scale in the city of Montreal, the total building permits issued for the year being $19,642,000 as compared with $14,580,000 in 1911. The towns of Westmount, Outremont, Verdun and Maisonneuve are within the territory of Montreal, but are separate corporations and the amount of their building operations in not included in these figures.

Trade conditions generally throughout Quebec have been good this year. Manufacturing concerns have been working up to their full capacity, and cotton mills, the building and metal trades and many other industries are finding it difficult to keep up with their orders. The year has been a prosperous one for the flour milling business, the increasing home demand absorbing a larger percentage of the output. The metal trade has been very active at advanced prices. The figures of the bank clearings in Montreal for the year exceed all previous records, the total being $2,845,470,000, an increase of $476,980,000 over last year's figures.

The Maritime Provinces, by the Manager of the Canadian Bank of Commerce at Halifax

In the Maritime Provinces during the past few years a new spirit of enterprise has manifested itself and the people are coming to realize that in variety and permanency of natural resources, and in facilities for various branches of manufacturing, they occupy a position of growing importance in the industrial life of the Dominion. One factor in bringing this about is the opening up of large undeveloped districts in Nova Scotia and New Brunswick by new railways. Prince Edward Island also will gain from the improvement of the branch of the Intercolonial Railway operating

there, following upon the establishment of the car ferry that in the near future is to connect the Island with the mainland. In addition to the opening of new railway branch lines and improvement of the roads now in operation, the Dominion Government has undertaken to build railway terminals and docks at St. John and Halifax that will take care of the extensive freight and passenger traffic which is destined to pass in and out of the country at those ports. These improved transportation facilities and the expenditure of large sums of public money will attract the attention of outside investors to the valuable farming and lumbering resources and the industrial opportunities possessed by these provinces.

Prince Edward Island has savings deposits of about $10,000,000, and is, per capita, probably the richest rural community in the Dominion. To its prosperous industries of agriculture and fishing has been added in late years black fox ranching, which has reached important proportions and may be said to have outgrown the experimental stage. The present stock of breeding animals, numbering about 400, four-fifths of the total number in captivity in the world, is said to be valued at $2,800,000, and the estimated value of the young foxes this year is $1,800,000. A business which promises such attractive profits may have for a while a disturbing effect upon the regular occupations of the province, but the possibilities of breeding in captivity the more valuable native fur-bearing animals are such as should enlist wide interest and a careful study of the subject.

In the three provinces, although part of the summer was very wet, the returns from agriculture will be up to the average. The quality of the hay is inferior but the yield was generally fair. Coarse grains and potatoes yielded well, and while the record production of apples in Nova Scotia in 1911 was not repeated, the orchards have done very well, and with careful grading of the fruit by the farmers' co-operative societies and the great advantage of proximity to the English market they have produced satisfactory cash results. Evaporating and cider factories use the inferior and damaged fruit to good advantage, thereby reducing the waste to a minimum. All the products of the farm have brought high prices—those for live stock of all kinds showing an average increase in ten years of about 60 per cent., although in this respect New Brunswick and Nova Scotia are still very far behind.

The lumber trade met with unusual conditions in New Brunswick where there are over 7,000,000 acres of timber land with an estimated annual output of 675,000,000 feet, and in Nova Scotia where there are 5,500,000 acres with an estimated output of 460,000,000 feet. There was an average cut, economically produced, but while the market for deals in England was quite good throughout the year, and conditions in the United States and the West Indies improved substantially, the unprecedented scarcity of tonnage and the consequent difficulty in making shipments rendered a profitable export business almost impossible. In this regard there is at present no improvement in sight, and although foreign stocks are low and markets strong, we

expect that the large mills this winter will somewhat curtail operations. For the larger portion of the product of the smaller mills there is now a good and growing local market.

The fisheries presented no very unusual features. The total catch turned out about an average quantity, being larger than would justify present prices, and the remarks made a year ago will apply to the situation at the present time. On the whole, with the possible exception of the sardine industry in New Brunswick, it has been a profitable year for the large fishing population of the North Atlantic seaboard, but the prices paid for dry-cured cod, the principal fish of the trade, were so high that the large distributing houses of Halifax and St. John's, whose annual shipments of that fish alone are valued at about $10,000,000, have had to be content with a small margin of profit. The trade in fresh, frozen, smoked, and boneless fish has been much the largest in its history, steady supplies being maintained by the use of steam trawlers, and the increase in the shipments of these grades to Quebec, Ontario, and the Western provinces has in two years been not less than 150 per cent.. The lobster catch was slightly under the average, but the enhanced prices produced fully average results. The investigations of the Conservation Commission and the appointment of a Shellfish Commission by the Dominion Government have given great satisfaction, and it is earnestly hoped that the latter will be able to draw up regulations which will ensure the permanency of the lobster fisheries and renew the thousands of acres of depleted oyster beds in connection with which there are possibilities of great wealth.

The principal mining industry is that of coal mining in Nova Scotia, where a new record annual production of about 7,000,000 tons been reached. This for a few years will probably be the maximum, but thereafter by the regular opening of fresh pits there is no reason why there should not be a steady annual increase, for which there will always be a ready market. It is indeed probable that when the transcontinental railway lines shall have come through to Halifax, they alone will take the greater part of the output. In New Brunswick the coal mines in Queen's County and the iron mines in Gloucester County are in successful operation. The natural gas wells near Moncton have important industrial possibilities for that district. The other mining operations of the two provinces have not shown any unusual activity. Manufacturing of all kinds has reflected the excellent business conditions prevailing everywhere in Canada, and without any exception the mills, in many instances recently enlarged, have been fully employed at remunerative prices. The Steel works at Sydney and New Glasgow, now national enterprises of great importance, have had full employment for a considerably enlarged plant. They encountered serious competiton from the United States early in the year, but this situation improved later on, enabling both companies to increase their prices to a more profitable level, and, from the present outlook, this condition of affairs is likely to continue for some time to come.

In general business it has been a year of uninterrupted success, with a reasonable expansion in all lines but without any signs of over-

trading and with no considerable business failures. Labour has had no interruption from strikes or other causes, and the earning power of the population, especially that of the skilled workman, has more than kept pace with the increased cost of living. Debts were satisfactorily discharged and general credit conditions were never better.

In shipping and foreign trade there is little change to report, but an increase in exports to the British West Indies under the proposed preference may be confidently expected.

In Newfoundland, where the Bank is now established in St. John's, there has been for some years prosperity and progress. The extensive shore fisheries, under improved methods, have on the whole produced a good catch and the prices realized have been as high as those of any previous year. The development of the mining, agricultural, manufacturing, timber and pulp resources of the colony has been of a steady and progressive character. The Government revenues are in a satisfactory condition, and the investments and savings of the population are estimated at about $18,000,000. The exports show a satisfactory increase and are now within $858,000 of the imports, the latter from Great Britain and Canada showing increases of 23 per cent. and 5 per cent. respectively. As in the Maritime Provinces one of the most significant signs of progress is the improvement in transportation facilities. The Reid Newfoundland Company, which formerly gave only a tri-weekly railway service across the Island, have put on a daily train connecting at Point aux Basques with the boat which makes the daily run to North Sydney in seven hours. This, for commercial and mail purposes, will make Newfoundland a part of the continent.

The Province of Ontario, by the Assistant General Manager of the Bank

The results of the past year to the farmers of Ontario indicate that on the whole it cannot be regarded as an altogether unsatisfactory one. The opening of spring was late in some sections, and continued wet weather during the summer and fall caused a good deal of anxiety as to the final results of the crops. Fall wheat, which is extensively grown in Ontario, undoubtedly suffered more than other grains, but it is a satisfaction to note that in many districts, where early conditions indicated damage to this grain, the farmers were fully alive to the situation, and saved themselves by reploughing the land and re-seeding it with coarse grains suitable for feeding purposes. Where the fall wheat escaped injury from frost and wet weather our reports show that the yields were quite up to the average and the grade equal to the best of previous years. Spring wheat was barely an average crop and suffered a good deal from variable weather conditions. Oats and barley generally gave an abundant yield, although also damaged by weather conditions to some extent. The principal districts producing corn report excellent quality and good yields. Hay has been an abundant crop, having an estimated value of $78,310,000, and the pasturage for live stock during the year was better than usual owing to an abundance of moisture. With the exception of the potato crop, roots have given satisfactory returns.

While the results from the raising of grain are not generally satisfactory, yet the loss through shrinkage in quality and price will be fully made good to those farmers who have been progressive enough to guard against such a contingency by providing for the raising and feeding of cattle, pigs, sheep, horses, etc. Fortunately, too, the farmers of Ontario are rapidly learning to minimize the loss from poor grain crops by utilizing them in the green state for feeding purposes by means of the silo and a great deal of money will be made by individual farmers as well as saved to the country generally by the adoption of this method of storing fodder. The latest returns compiled by the Provincial authorities indicate the holdings of live stock and the yields of grain, hay and roots to be as follows:—

LIVE STOCK.

	1st July, 1911.	1st July, 1912.
Horses	737,916	742,139
Cattle	2,593,205	2,624,780
Sheep and Lambs	1,040,245	1,021,848
Swine	1,744,983	1,702,652
Turkeys	638,943	660,843
Geese	365,876	362,674
Ducks	404,679	415,251
Other Fowls	11,532,795	11,586,215
Wool Clip	3,780,798 lbs.	3,669,419 lbs.

FIELD CROPS.

	Acres.	Bushels.	Estimated Value.
Fall Wheat	759,888	15,039,885	$14,287,890
Spring Wheat	123,080	2,302,339	2,072,105
Barley	647,382	19,232,275	11,539,365
Oats	2,601,735	98,444,807	32,486,786
Peas	221,524	3,667,005	3,667,005
Beans	69,703	1,182,132	2,659,797
Rye	105,949	1,839,675	1,306,169
Buckwheat	205,893	5,414,796	2,436,658
Corn (for husking)	301,251	21,969,468	9,886,260
Potatoes	158,888	21,346,394	12,167,444
Carrots	2,742	747,207	246,578
Mangel-wurzels	60,103	27,671,114	2,213,689
Turnips	101,529	49,561,566	4,956,156
Sugar Beets	21,054	7,819,066	938,287
Mixed Grains	448,402	16,382,161	9,829,296
	(tons)	(tons)	
Corn (for silo)	377,982	3,969,597	8,614,025
Hay and Clover	3,367,369	5,220,713	78,310,695
Total			$197,618,205

The total market value of the same crops for last year was $179,974,000. Where proper methods for the raising of live stock prevail the profits this year have been very satisfactory. The cattle have fattened well, owing to good pasturage, and prices have reached unusually high figures. Hogs have commanded high prices through heavy local and export demands. Farmers who take an interest in raising a good class of horses are able to obtain almost fancy prices. There is a greater tendency, too, in some quarters to engage in the raising of cattle for the production of milk. With this in view particular attention is being given to the breed of the animal. This is a branch of farming which should receive every encouragement from those engaged in the manufacturing of dairy products, such as butter and cheese.

It is a satisfaction to note that where cheese is manufactured the output of the majority of Ontario factories shows a good increase over last year, and also that the prices realized are considerably higher than those of last year. In districts where dairying is carried on extensively the returns have been good, although it is to be regretted that large quantities of cream are exported which should be available for manufacturing into butter and cheese. This branch of industry appears to entail much harder work than the mere delivery of milk to the cheese factories, and those engaged in it should see that proper facilities for the collection of the cream are afforded the farmer and that he receives a reasonably good return for his labours.

With possibly one or two exceptions the yields of the smaller fruits have been up to the average and the prices received were on a higher level consequent upon an increased demand from the Western provinces and the greater requirements of the Canners to fill contracts they had closed for future delivery. Peaches gave an unusually large yield, and although prices fell below those of previous years there was scarcely a time during the season when the supply of good varieties was greater than the demand. The yield of apples was unusually good and prices are consequently lower. There is a general feeling that the profits of apple growers have suffered from careless methods of handling the fruit. In some quarters competent authorities consider that such criticisms are unjust, as there is always, in the case of a large crop, a certain percentage of waste. The chief difficulty in obtaining the best results from an orchard appears to be that of securing labour during the picking and packing seasons, but an attempt is being made by the fruit dealers to remedy this unsatisfactory state of affairs.

In summarizing our remarks on agriculture we would say to the farmer and raiser of live stock that as the business man in these days of strenuous competition finds himself forced, in order to secure success, to specialize in certain lines of his particular business, we think that the farmer also should carry this principle into the management of his affairs. He may devote his attention to one or more of the following lines: the cultivation of the best varieties of wheat, oats, barley, flax, peas, hay, roots, etc., and the selection of seed; the raising of improved breeds of cattle, horses, hogs and sheep; the production of the highest grades of all kinds of fruit adapted to this province; the development of our dairying industry and the increased production of cheese, butter and cream; or the breeding of high-grade small live stock, such as fowls, geese, turkeys or ducks. Our information shows that only a beginning has been made by the Ontario farmer to excel in the lines mentioned. We know, however, that where the principle suggested has been carried out the results obtained have in many cases been almost incredible. We do not wish to discourage the Ontario farmer in his efforts to raise grain, but the day is not far distant when the more general adoption of modern methods by the farmers of the western provinces, which by the way do not lend themselves altogether to the working of Ontario farms, will result in

practically driving the Ontario man to adopt the highest possible system of intensified farming if he wishes to continue to secure proper returns for his labour. Whilst western methods are not yet by any means what they ought to be, indeed are crude and harmful in many ways, yet the richness of the arable lands offsets for the present the loss from indifferent farming and gives the westerner a considerable advantage over his eastern competitor. The westerner, however, cannot continue much longer in impoverishing the land by constantly cropping it and failing to restore its richness by the use of fertilizers. He will, we hope, soon learn by experience that only by proper methods can the best results be obtained.

Whilst the cut of lumber in the Ottawa valley will show a considerable increase over 1911, yet it is estimated that the cut for the whole of Ontario will be less by 175,000,000 to 200,000,000 feet than that of 1912. This is attributable partly to the destruction by fire during the year of several important mills. The demand in the Canadian markets has been good and prices have advanced steadily. The demand for all kinds of low grade lumber is unusually good and the prices for this grade are higher than ever before. The visible supply is barely sufficient to meet the requirements of the market, and this condition will doubtless force the consumer to use common grades for the manufacture of boxes and other classes of work for which low grades would otherwise be used. As the visible supply of the high grades is also limited, prices are likely to rule firm and possibly advance still further. The one unsatisfactory feature of the industry is the question of labour. Skilled men it is almost impossible to secure, and the employment of the foreigner, who has practically no experience and requires a great deal of instruction, adds materially to the cost of manufacture.

The Cobalt district reports satisfactory results. The silver production is about 30,500,000 ounces valued in the market at $18,500,000, and to the mines at $17,500,000. Compared with 1911, which was the record year, the value is higher by $1,500,000, but in weight, the real indication of production, a falling off of about 1,000,000 ounces is shown. From the foregoing figures it would not appear to have been necessary for the mine owners to ship so freely in order to keep up their dividends, and although it would seem that we may secure the same production for a few years longer, yet we cannot expect, according to the best authorities, to continue showing in the future the same gratifying yearly increases that we have in the past. No important new districts have been discovered during the year and the outlying points of the Cobalt district have not added much to the total production. As a matter of record we quote the value of the production since the camp was opened:

1904	$111,887	1909	$12,461,576
1905	1,360,503	1910	15,478,047
1906	3,667,551	1911	15,949,019
1907	6,155,391	1912 (estimated)	17,500,000
1908	$9,133,378		

a total for the nine years of $81,817,352. These figures indicate the return to the mines after deducting freight and smelter charges. The gross market value would be about $87,000,000. In 1911 the value of the world's production of silver was $127,849,000, as against $128,703,000 in 1910. Canada ranked third with 14 per cent. of the total, Mexico first with a production valued at $42,842,000 and the United States second with a valuation of $30,805,000.

The price of silver during 1912 has been satisfactory. Not since 1906-7 have we seen such prices for this metal. In January the average was 56·2 cents per ounce, and there was a gradual rise during the year until October when it averaged 63·4 cents. The average for the year will be about 61 cents, an increase of about 8 cents over the average for 1911. This means to Cobalt an increase in value of about $2,400,000 on the production for the year. Some of the principal influences in bringing about this rise of price were prospective purchases by China, purchases by the Government of India, and the curtailment of the production in Mexico consequent upon the unstable condition of business resulting from the rebellion of the past two years.

At Porcupine satisfactory developments have been going on and these are now known to the public. The value of the ore deposits in this district is estimated at $25,000,000; about $2,000,000 worth has been taken out this year and a production of $6,000,000 is estimated for 1913. It seems evident that the camp will add to the world's output of gold about $6,000,000 per year for a few years to come.

The world's production of gold in 1911 was $465,414,000, compared with $454,613,000 in 1910. The chief contributors in 1911 were:

Transvaal	$170,000,000	Rhodesia	$12,986,000
United States	96,233,000	India	10,659,000
Australasia	59,787,000	China	10,000,000
Mexico	29,196,000	Canada	9,762,000
		Russia	$24,865,000

Canada's share thus amounts to about 2 per cent. of the whole. Ontario's mineral production for 1911 was $41,432,000 as against $39,313,000 for 1910, and $32,981,000 in 1909. Of the total for 1911 $29,000,000 was metallic, silver contributing $15,949,019, pig iron $7,600,000, nickel $3,664,000 and copper $1,281,000. With hardly an exception the manufacturing centres report great activity in all lines and much difficulty is experienced in filling orders. In some lines manufacturers are refusing to fix dates for delivery and the jobber is fortunate indeed who receives sufficiently prompt delivery to enable him to take advantage of the constantly advancing prices.

The building trade has been exceedingly active throughout the Province, in spite of advancing prices for material and the increase of wages generally. In Toronto not even the high prices of real estate appear to check this activity. In large centres, but principally in Toronto, sales of property in the business sections have reached

figures which two or three years ago would have been regarded as incapable of yielding a reasonable return upon the capital invested. We view the present situation in the real estate market with some degree of concern as regards the high prices recently paid for business properties as well as for property considerably beyond the limits of business areas.

It is satisfactory to learn that fair progress has been made in improving some of our main highways, and that provincial governments and municipalities now see the importance of continuing the work with all the despatch which available funds and the supply of labour will permit. The records of the tonnage passing through our canals, rivers and lakes, indicate a healthy growth as compared with last year, and the business appears to have returned satisfactory profits. The Sault Ste. Marie Canal figures are:

	1911.	1912.
Canadian Canal—		
Tonnage in freight	27,646,523	34,625,120
Registered tonnage of vessels	17,114,644	22,545,852
American Canal—		
Tonnage in freight	19,722,711	28,158,744
Registered tonnage of vessels	20,020,305	27,127,612

Manitoba, Saskatchewan and Alberta, by the Superintendent of the Central Western Branches of the Bank

When the agricultural season of 1911 ended there was sufficient uncertainty as to the final outcome to check any tendency towards undue expansion on the part of either the farming or the business community of the prairie provinces. While the grain crop was a large one, the average grade was low; threshing was badly delayed by wet weather; and probably more than 50,000,000 bushels of grain went under snow in the stook and stack, much of which pessimists prophesied would never be threshed. The snow-fall being light, however, this particular grain threshed out in the spring with a better net result to the farmers than they derived from their fall threshing, and as all grains kept at high price levels, the season on the whole proved a very favourable one.

Despite a somewhat prolonged drought in June and unusually wet weather conditions in July, August and September, the 1912 crop is undoubtedly larger than that of 1911, the comparison being as follows:

	1911.		1912.	
Wheat	177,100,000	bushels.	196,400,000	bushels.
Oats	190,000,000	"	224,500,000	"
Barley	33,000,000	"	39,600,000	"
Flax	8,000,000	"	12,900,000	"

The figures for 1912 are estimated. Only a small part of the crop will have to be left for threshing in the spring. The average grade is much higher than last year—indeed the quality is the best in ten years, with one exception, but prices are at present much lower than in 1911-12, and unless the markets improve later on, the net money result per acre to the farmer will not be much, if at all better, than that of last year. The total money value to the farmer, however, will be in the neighborhood of $200,000,000. When to this sum is

added the money realized from root crops, live stock and dairy products, and consideration is given to the fact that while the rural population of the three provinces is increasing in a large ratio it is as yet only 849,042, it is not necessary to seek further for an explanation of the great prosperity which the Western country has been enjoying, as reflected in the astonishing growth of the principal cities and towns, the rapidity of the railway development, and the extraordinary increase in the volume of manufacturing and distributing.

Over most of the country the mild weather which prevailed well into November has enabled farmers to do a great deal of fall ploughing, so that seeding should be carried on next spring under much more favourable conditions than last season. A great deal of new land has been broken, and the acreage under crop next year will therefore show a large increase. In order to comprehend the development of the Western country during the last few years and to form an adequate idea of the growth for which we must prepare, the facts regarding the flow of immigration will be found illuminative. The figures of the immigration to Canada since 1900 are as follows:

1900-1 (to 30 June)	49,149	1907-8 (to 31 March)	262,469
1901-2 " " "	67,379	1908-9 " " "	146,908
1902-3 " " "	128,364	1909-10 " " "	208,794
1903-4 " " "	130,331	1910-11 " " "	311,084
1904-5 " " "	146,266	1911-12 " " "	354,237
1905-6 " " "	189,064	1912-13 (estimated as to last	
1906-7 (9 mos. to 31 March).	124,667	5 mos.)	400,000

At least 50 per cent. of this immigration settled west of the Great Lakes. The percentage in 1911-12 was 52, while for 1912-13 it is estimated at 54. It is a notable fact that in the United States, marvellous as the growth of that country has been, an immigration of 400,000 a year was not reached until the total population was over 40,000,000. The tide of immigration did not commence flowing to Canada until after 1900. It set in not only because of the great fertility of Western Canada, but because it is now the last area in North America where free and cheap land is available. We are thus assured of an increasing volume of emigrants from at least the northern countries of Europe, as well as of settlers of the best type from the Western United States where land values have advanced to figures which make the agricultural possibilities of our Western Provinces particularly attractive. We must therefore prepare for a continued increase in immigration to an extent which will for many years tax all our resources in matters of transportation, manufacturing, banking, distributing, etc. Preparation for this development so that it may proceed without being attended by grave dangers renders it necessary that the problems it involves should be foreseen and as far as possible solved in advance.

The encroachment of settlers on lands which were formerly used by ranchers for ranging their live stock has gradually driven the large rancher out of business until there are now not a dozen really large ranchers left. It has become clear that a serious mistake was made in putting no restrictions on the settlement of ranching lands. Large

areas better suited to ranching than farming have been rendered useless for ranching by a scattered settlement, and a Government Commission has now been appointed "to enquire into and report on the advisability of setting apart certain tracts of land for the encouragement of ranching and grazing in Southern Saskatchewan and Alberta." If much is to be accomplished in this direction, however, it will be necessary for the Government to make a considerable appropriation to buy out settlers in districts best suited for ranching and move them to other districts. How deplorable a situation has been created in the cattle-raising industry of the West will be understood when it is stated, on excellent authority, that so great is the shortage of cattle in the hands of ranchers and farmers combined that contracts have already been made under which dressed beef from Australia and New Zealand will be delivered at Vancouver in March and April for western packing houses. The situation in this matter is illustrated in an equally striking manner by the following figures of cattle exports from the ranching Province of Alberta:

1907.....	43,000 head.	1910.....	52,000 head.
1908.....	62,000 "	1911.....	11,000 "
1909.....	67,000 "	1912.....	5,000 "

During the past ten years the price of the highest grade beef cattle on the Winnipeg market has risen from about 3¼ cents per pound live weight to 6¼ cents—approximately 100 per cent. It is not, therefore, remarkable that 1912 has been the most prosperous year for those ranchers who had stock to sell.

To find a remedy for the shortage in cattle and other live stock we must now look mainly to what can be accomplished by the increased development of mixed farming, and at best it must be four or five years before the supply of beef cattle can be largely increased. By far the larger portion of the three Western Provinces is admirably adapted for mixed farming, and it is a matter of great importance that the adoption of such methods should proceed much more rapidly than is at present the case. It is gratifying to find that this year over a large portion of Alberta and Manitoba and in many parts of Northern Saskatchewan, particularly in those districts which in past years have suffered from frost, there is now a pronounced tendency on the part of the farmer to acquire live stock, but want of capital renders this development a very slow one. If the farmer could readily borrow money with which to carry cattle, it is clear that in the districts above mentioned a great impetus would be given to mixed farming. In those parts of the country, however, where the results from grain raising have been almost uniformly satisfactory there is little hope of inducing the farmer to go in for live stock.

The rapid increase in the total grain crop creates two problems for the farmer, namely, a shortage of labour, and a physical difficulty in the way of marketing grain promptly. The unwisdom of attempting to force a whole year's grain crop on the market in a period of two or three months is generally admitted, and as the financial position of the individual farmer improves so that he will not be compelled to

realize quickly on his crop, the problem of marketing the grain will doubtless be largely met by increasing the storage facilities on the farm as well as those of the country elevator systems. The shortage of labour at the season when the saving of the crop necessitates its being cut and threshed quickly, involves an annual loss to the farmers of several million dollars. This is a condition which is not likely to be remedied until the permanent farm labouring population is largely increased, and mixed farming would bring this about to a large extent by offering employment for labour the year round instead of during seeding and harvest time only. The situation calls for concerted action on the part of the governments, and of the railways, banks and other large business interests, not only to promote the adoption of better farming methods, but to provide means of financing the progressive farmer who desires to go into stock raising. We cannot force the development of mixed farming, but we could seek to remove the difficulties in the way. The losses suffered in numerous districts from damage to grain by wet and frost, and the disappointment of farmers generally because of the recent drop in grain prices—occurring coincidently with high prices for all live stock,—render the present a peculiarly opportune time at which to inaugurate a vigorous movement to encourage diversified farming.

In 1911 about 1,459 miles of railway were constructed in the three prairie provinces; in 1912 the new trackage built has been approximately 1,250 miles; while the work already planned to be undertaken in 1913 and 1914 is upwards of 2,000 miles. The question has naturally been raised whether there is not to be found in the figures of our railway construction work a menace to the uninterrupted prosperity of the country. What will happen, it is asked, when this railway construction ceases and with it the circulation of money due to the expenditures on such work? We have no desire to minimize the problems and dangers attendant on such a rapid development as we are enjoying, but we think the answer to this question is that transportation facilities are scarcely keeping pace with the growth of traffic, and that assuming the flow of immigration continued to increase there could be no sudden cessation of railroad construction. When the work on the main lines is completed a large mileage of branch lines will be required, and the lessening of expenditures on railways should be a gradual process—and in view of the scarcity of labour of all kinds during the past few years such a contraction in railway building might have counter-balancing advantages.

The unparalleled growth of western urban municipalities of every class—which in a new and purely agricultural country could only reflect a corresponding settlement of the land—has created a problem in municipal finance which fortunately was brought sharply home to municipal officials during the past year. The extent to which the average western town has made expenditures on permanent pavements and sidewalks of the best kind, on schools and other municipal buildings adequate in scale and creditable in design, and on modern water, sewer and lighting systems is very marked. It is also notable that where the larger cities have established municipally owned tramways and

power systems, the construction and equipment of these is of a most approved class. Usually the wisdom of local improvement expenditures from the standpoint of the present and prospective needs of the municipalities cannot be seriously questioned, but the aggregate offerings of the resulting debentures have risen to figures which, added to those of Provincial Government issues, have suddenly exhausted the supply of monies available for investment at the rates which this class of Canadian security has been commanding. As a consequence some municipalities have had to sell their securities at large concessions on previous prices, while others held over a considerable mass of debentures in the hope of an improvement in the market, and most of these securities will now have to be carried until the financial markets recover from the effect of the eastern war situation. It is clear that even then, having regard to the immense increase which must take place in the future offerings of Canadian provincial and municipal securities, considerably lower prices for these securities should be expected.

The existence of an extensive speculation in real estate cannot be denied, but an exaggerated impression prevails, particularly abroad, as to its bearing on the commercial prosperity of the country. We have no hesitation in saying that very few well informed land men can be found, even among mortgage lenders, who regard western farm land values as at all excessive, although it is important to note that nevertheless the land mortgage companies continue to place an extremely conservative limit on the amount they will lend per acre even in the most favoured sections of the country—a fact which itself acts to prevent inflation of values. If we are to judge by standards prevailing throughout North America, the values of outside business properties in most of the growing cities and towns of the West have, to say the least, discounted a good many years of the future, and sooner or later a readjustment of values must take place, though how long this readjustment may be delayed through the very necessities of so rapidly increasing a population it is impossible to say. This opinion, however, is so widely held among the leading business men throughout the country, and especially among those who have control of the banking institutions, life assurance companies and other loan and investment companies, that the speculation in real estate has been confined in such channels that a serious shrinkage in values could have but an inconsiderable effect on the prosperity of the country as a whole. The real estate conditions affect chiefly the business situation in so far as country merchants have a portion of their capital invested in real estate, but the storekeeper's speculation is usually in farm lands, the values of which, as pointed out, are not on a level which leaves room for a severe shrinkage. The speculation in city properties has largely been in the hands of foreign investors and a class of semi-professional real estate dealers resident here.

Along with flour milling and coal mining, lumbering is one of the three most important commercial industries of the prairie provinces. With the rapid settlement of the land a market for low grade lumber, such as is produced from spruce timber, has developed broad enough

not only to absorb all the lumber likely to be produced by the spruce mills with their comparatively limited supply of timber, but also to consume large quantities of lumber from Ontario and British Columbia mills. Over a large portion of this territory the spruce mills control this market by reason of their advantageous location, the difference in their favour over British Columbia mills in the matter of freight rates ranging from $2 to $4 per 1,000 feet. As a consequence the northern lumber mills are enjoying a marked prosperity, notwithstanding that they have latterly been in competition with "dumped" lumber from Washington and British Columbia. During the past few months a pronounced recovery in the market for all United States Pacific Coast lumber has removed the pressure of competition from this source, and the result has been a strong demand for the product of the spruce mills at improving prices. As the stocks held by the lumber yards are said to be quite small, the northern mills are assured of an unusually profitable business in 1913. The lumber manufactured in the prairie provinces in 1910 was 163,980,000 feet, and in 1911 239,574,000 feet. The figures for 1912 are not yet available, but they will show a substantial increase over 1911, while there is every indication of a still larger output in 1913. The coal mining industry in Southern Alberta suffered a severe setback from a labour strike in 1911 lasting from May to November, but is again developing rapidly, as shown by the following figures of production:

1909	1,994,771	tons.
1910	2,824,929	"
1911	1,694,564	"
1912 (Government estimate)	3,500,000	"

The prairie markets readily absorb the whole output of the Alberta mines, about two-thirds of the amount being consumed in Alberta alone. The business is now on a profitable footing; extensive new development is under way, and the industry is one which is certain to become of large importance. The development in the important industry of flour milling has reached a point where the daily capacity of the exporting mills west of Fort William is 23,750 bbls. per diem, and in addition two large new mills are projected at Medicine Hat, besides one at Moose Jaw and one at Regina. The mills have all been run to practically their full capacity, and the year has been a satisfactory one as regards earnings.

Perhaps the most important development of the past year or two affecting the future of Canada has been the practical demonstration of the fact that in the Peace River district, a stretch of land in length about equal to the distance from Winnipeg to Edmonton and of varying breadth, we have large areas which are admirably adapted to mixed farming and in parts to the raising of marketable grain. Within the past year this Bank has established branches at Grouard and Lake Saskatoon, and we are now in a position to speak with some knowledge of conditions. Much of the land is at too high an altitude for the raising of grain for market, but thousands of square miles will undoubtedly grow feed crops. On Grande Prairie, however, in the past season

a crop averaging 30 bushels of wheat and 55 bushels of oats of excellent grade was successfully harvested, and it would now appear to be a possibility that the northern boundary of our agricultural areas may have to be moved again to include the basin of the MacKenzie River. The experience of one year is not, of course, sufficient to demonstrate that grain growing would be successful, but it does suffice to establish the possibilities of mixed farming, and it is gratifying to know that the settlers are taking up live stock raising at the outset, so that settlement is commencing under conditions which will ensure success. An immense flow of natural gas was struck at Pelican Lake, at a depth of 1,000 feet, while a moderate flow was also found at Athabasca Landing at a depth of only 350 feet. There are also large fields of coal, presumably of the same character as the Alberta coal, and there are indications of copper and other minerals near Great Slave Lake and other parts of the north.

Another recent development of large significance is the evolution of a new species of wheat—the "Marquis" variety—which matures about ten days earlier than any other wheat now known. For milling purposes it is quite equal to No. 1 Northern, and it is the variety with which Mr. Wheeler of Rosthern in 1911 won the prize at New York for the best bushel of wheat grown in America. It will be extensively sown in the west in 1913, and its great value to the country of course arises from the fact that it will be ready for harvesting before the time at which frost is to be feared.

British Columbia and the Yukon, by the Superintendent of the Pacific Coast Branches of the Bank

In British Columbia the prosperity of the past few years has continued without showing signs of abatement. These satisfactory conditions may be ascribed somewhat to the railway construction which is in progress and which is likely to continue for some few years to come, but there has been a steady influx of population, a continuance of which seems reasonable to expect. Prices of real estate have in many cases increased and have in every direction been fairly maintained. In Vancouver the record figure of $6,000 per front foot was recently paid for a prominent corner on one of the two principal streets, and in Victoria prices have also steadily advanced. The development of Vancouver Island is progressing rapidly and new localities are being exploited as a result of the actual or expected arrival of railways. The flow of capital seeking investment in the Province continues without cessation, and we find people of large means in Great Britain buying extensive areas in the northern and outlying sections with a view to the establishment of ready-made farms to which desirable settlers will be sent. It is becoming recognized in Great Britain that safe investments can be secured in British Columbia which will return rates of interest much in excess of what can be obtained on the other side of the Atlantic.

Municipal borrowings, principally for local improvements, still continue to be active, but the position now is that the British investors seek better returns for their money, consequently either the debentures must bear higher rates of interest than in the past or they must

be sold at a lower price. It is extremely desirable that municipalities, before embarking upon works which will call for the issue of their obligations, should arrange definitely for the sale of the relative debentures.

North of the line of the Canadian Pacific Railway Company in this Province, new agricultural sections are being opened up, and a fairly steady flow of settlers is coming in along the line of such of the expected railway developments as are to some extent assured. The opening of the Panama Canal will, it is expected, attract to ports on the Pacific coast from as far east as the central portion of Saskatchewan, a considerable quantity of the grain which has hitherto been exported via the great lakes. The question has been raised as to whether grain can be satisfactorily handled by that route on account of the heat which it will encounter in the southern latitudes, but the weight of opinion is in the affirmative, and it seems clear that a saving in cost will be effected by shipping via the Pacific coast.

The fruit industry is steadily becoming of more importance, and there has been little or no falling off in the prices asked for fruit lands of both the improved and unimproved class. The available area is being gradually extended and now covers sections in almost all parts of the Province south of or in the neighbourhood of the line of the Canadian Pacific Railway Company. Mistakes have been made as to the kinds of fruit which should be cultivated in the various districts, but this is being rapidly overcome as the result of experience. It may be emphasized that fruit culture requires practical knowledge without which it cannot be successfully conducted. There has been some tendency in the past to overlook this requirement and to rely upon second-hand information or such as has been academically acquired. The labour feature in this connection is one that will call for some serious consideration as the large areas now under cultivation come under full bearing, and this year it was made plain that properly organized selling agencies to handle the fruits of each district are an absolute necessity. For lack of these and because of inadequate transportation facilities in some districts, tons of fruit were allowed to rot on the ground.

The crops of hay and oats were about up to the average. The potato crop this year did not prove, in some of the westerly sections, quite so satisfactory as regards quality, and as the high prices of last year had induced much heavier planting, the result was lower prices throughout. Other roots were about normal. Hops are grown in a few sections; the output is not heavy, but results were satisfactory and there is no reason why there should not be steady development in this branch of agriculture. Cattle wintered well and prices have been well maintained. In the latter part of November the record figure of 6¼ cents live weight was paid in the Kamloops district. Cattle-raising on ranges in the older sections is steadily decreasing partly owing to the prevailing high prices for land. In the past a very large amount of acreage devoted to cattle ranches has been held under Government leases, and this is now being cut up into homesteads.

In the salmon industry this is the last of the lean years in the quadrennial period, but the pack, which amounts to 996,576 cases for the whole province, shows a distinct improvement as compared with 542,689 cases put up in 1908, the corresponding year. Next year the large run of sockeyes on the Fraser River takes place. The catch in the northern rivers was exceptionally good, but prices everywhere for the cheap grades have ruled low. Last year a very large quantity of fish was poorly packed and an extra quantity of low-priced varieties was put up in Alaska. The large dealers to the south, finding that so much of the pack was in the hands of the middlemen, dropped the prices for the lower grades to cost or slightly under, and the bulk of this class of fish has now passed out of the hands of the middlemen. The opening of the season next year should find stocks very low. The beneficial result of this action is apparently unquestioned, although naturally the middlemen do not cordially appreciate the partial elimination of their profits. An attempt was also made by the British dealers to induce a return to the system of shipping on consignment; this, however, was wisely and successfully resisted by the packers. It is satisfactory to note that the Government hatcheries this year have been well stocked and the effect upon the supply of fish in the future, if this policy is continued, can be readily judged.

In lumber the conditions in the earlier part of the year, in respect to both demand and prices, were unsatisfactory, this being largely due to the dumping in the Central Western Provinces of the cheaper grades produced in the United States. A much better state of affairs now exists, partly owing to the improvements in the lumber business on the other side of the line and partly because of the good harvest in our prairie provinces. Prices rule from $1.50 to $2.00 per thousand feet better than in 1911, and the indications are for a continuance of a strong market for some time to come. The cut of lumber in British Columbia for 1912 cannot be ascertained at the time of writing, but according to the best information attainable will largely exceed that of 1,189,000,000 feet for 1911, indeed for the ten months to the end of October the figures ran to about 1,244,000,000 feet. Timber lands are steadily increasing in value. Good results are expected in this industry from the opening of the Panama Canal. In mining, the high price of copper has stimulated production, the figures of the Boundary District, which is the largest source of supply of that metal in the Province, being:

1911—22,327,359 lbs.	$2,764,127
1912—33,600,000 lbs. (estimated)	5,600,000

We do not now hear of the "wildcatting" that prevailed in earlier years, mining being regarded as a business and not as a mere pretext for stock flotations. The production of coal this year is estimated at 3,205,159 long tons as compared with 2,297,718 tons in 1911. Of the increase 856,660 tons are ascribable to the Crow's Nest Pass district. It is unfortunate, however, that there has again been a strike among the operatives—this time on Vancouver Island—commencing in September and in force at the date of writing. Only one company has been affected and they are now operating on a reduced scale by the

employment of imported miners. In the Crow's Nest district the effects of the resumption following the strike, to which allusion was made last year, were not fully felt until about July or August. When their customers found in 1911 that they were unable to secure the requisite supplies they were obliged to apply to coal owners elsewhere and were able to have their requirements filled only by entering into contracts covering twelve months. It was therefore impossible until the expiry of the year to return to their old friends in the Kootenays. Building has been, generally speaking, active throughout the Province, particularly so in the larger cities. The following are the combined figures of the building permits of Vancouver and Victoria for the years 1905-1912 inclusive; each, as will be noted, has been a banner year:

1905	$3,207,250	1909	$8,977,195
1906	5,007,710	1910	15,523,410
1907	7,112,994	1911	21,912,957
1908	7,305,133	1912	27,457,202

For the year ending 30th June last the British Columbia Electric Railway Company carried 62,154,166 passengers, as compared with 46,541,448 during the corresponding period in 1910 and 1911. The gold produced in the Yukon has exceeded the figures of last year by about $800,000, the total production for 1912 being estimated at $5,000,000 according to the latest figures available. The mining is now almost entirely in the hands of the larger companies operating by dredging or hydraulic methods, and unless new placer ground is discovered, we are likely to see little more of the individual miner who is steadily disappearing. It may be noted that the dredging season has been lengthened by improved methods. Last year it closed in December and an attempt is to be made this year to operate throughout the winter. Nothing of any importance has been effected in the way of gold quartz mining. In copper in the district about White Horse, some 400 miles south of Dawson, the results have been most encouraging. Some 20,000 tons have been extracted and shipped, the approximate value at the mine amounting to $185,000. At the present price of copper and with the lessened freight charges, according to the schedule now in existence, there seems to be no question but that this product can be handled at a satisfactory profit, and the ore bodies are quite extensive. Business conditions in the territory have been steady and the freight and passenger traffic has been about the same as last year with a slight advantage in favour of 1912.

GENERAL STATEMENT

THE CANADIAN BANK OF COMMERCE

LIABILITIES.

Notes of the Bank in circulation		$16,422,864 68
Deposits not bearing interest	$58,586,813 55	
Deposits bearing interest, including interest accrued to date	139,030,648 45	
		197,617,462 00
Balances due to other Banks in Canada		885,514 94
Balances due to other Banks in foreign countries		2,842,439 50
		$217,768,281 12
Dividends unpaid		6,429 74
Dividend No. 103 and bonus, payable 1st December		525,000 00
Capital paid up	$15,000,000 00	
Rest	12,500,000 00	
Balance of Profit and Loss Account carried forward	771,578 88	
		28,271,578 88
		$246,571,289 74

ASSETS.

Coin and Bullion	$11,273,485 39	
Dominion Notes	16,181,480 25	
		$27,454,965 64
Balances due by Agents in the United Kingdom	$2,082,538 49	
Balances due by other Banks in foreign countries	4,718,352 03	
Balances due by other Banks in Canada	28,645 40	
Notes of and Cheques on other Banks	10,092,360 90	
		16,921,896 82
Call and Short Loans in Canada		8,779,459 47
Call and Short Loans in the United States		9,003,590 37
Government Bonds, Municipal and other Securities		14,362,116 82
Deposit with the Dominion Government for security of Note circulation		707,000 00
		$77,229,029 12
Other Current Loans and Discounts		163,753,559 28
Overdue Debts (loss fully provided for)		487,738 94
Real Estate (other than Bank Premises)		208,372 77
Mortgages		404,096 95
Bank Premises (including the balance unsold of certain premises acquired from the Eastern Townships Bank)		4,423,993 07
Other Assets		64,499 61
		$246,571,289 74

30th November, 1912.

ALEXANDER LAIRD,
General Manager.

The New Building of the Bank of Montreal, Winnipeg, 1912.

CANADA'S FINANCIAL POSITION

Addresses by

THE PRESIDENT AND GENERAL MANAGER

of the

BANK OF MONTREAL*

The President's Address

Address by Mr. R. B. Angus, President of the Bank of Montreal

At the shareholders' meeting in June last, you sanctioned a By-law permitting the extension of the Bank's capital in case it should appear to be required; this has since been approved by the Treasury Board. The recent issue of stock was also readily taken up, and your Capital now stands at $25,000,000 authorized and $16,000,000 fully paid, with a Rest of like amount. This increase of Capital did not come before it was wanted, as at certain seasons the Circulation has exceeded the legal limit and we are liable to the Government for interest on the excess.

The well established business and good earning power of the Bank, together with comparative immunity from bad debts, enable the Management to present a statement of results for the year's operations which I presume will be considered satisfactory. The Directors were gratified to be able to add a Bonus of one per cent. on each half year, in addition to the usual dividend. The Directors have audited the books of Head Office, the cash and securities have been verified, ample provision has been made for bad and doubtful debts, and the amount expended on Bank premises has been transferred to Profit and Loss account.

We have again to report a year of universal and almost unbroken prosperity throughout the length and breadth of the land. The unfavourable conditions which retarded the harvesting operations and which it was feared would prove calamitous, passed without much injury in the Western prairies, where the yield of wheat and other grains has proved satisfactory both as to quality and quantity. In the East, where the damage was perhaps greater, some compensation has been derived from good results in other directions. While the prices of wheat are much lower this year, the proportion of the higher, or contract, grades in the Prairie Provinces is very much larger. The better condition of the grain renders it easier to handle and to market,

* NOTE.—Annual Meeting at Montreal, December 2nd, 1912. See also Historical Sketch, Supplement, 1910 volume.

and the returns to the producer are quicker and safer. The estimated yield in the North-West may be set down as:

Wheat, 188,000,000 bushels, against 177,000,000 last year.
Oats, 220,000,000 bushels, against 190,000,000 last year.
Barley, 31,000,000 bushels, against 33,000,000 last year.
Flax, 13,000,000 bushels, against 8,000,000 last year.

A conservative estimate of the value of the crop of the three Provinces is given at $207,000,000 for the grain alone. Partly owing to the good condition of the grain, already mentioned, but chiefly because of the excellent arrangements of the Railways, the crop has been moved with unparalleled celerity; there has been no car famine and little talk of congestion, although there has been more grain handled. At the close of this season's navigation, there appears to have been a serious blockade of grain on its way to market, caused by insufficient facilities for taking delivery from the railway cars, and it may be that a greater number of vessels for grain carrying across the Lakes and larger elevator capacity for temporary storage must be provided for future wants. Storage for grain has been much neglected in the Prairie Provinces; it would be advisable that granaries of moderate capacity to store at least a portion of the crop should be a feature on every well equipped farming establishment, so that there would be no occasion to rush produce to a market at inconvenient seasons.

Irrigation by which vast areas of arid land are being converted into most productive farms, is being prosecuted with vigour, and the model farms established by the Government and the Canadian Pacific Railway are more and more resorted to and much valued by the settlers. The raising of live stock, which had been allowed to decline, will receive a great impetus from the high prices obtainable for cattle, and by the greater safety with which the business is conducted. Immigration for the twelve months ended September 30th has reached the total of 385,955 souls, or 37,322 over the previous year. Many are farmers possessing both experience and capital. These form a welcome addition to the population, where labour is so scarce and land so productive.

Loans to farmers, if sometimes slow, are well paid. Wages are high, as is the cost of living, but that condition may be greatly mitigated by the farmer, if only he will give his attention in some measure to mixed farming instead of relying upon importations of vegetables, meat and butter, and such like, from the East or from the older settlements in the United States. In the most important Province of Ontario, the harvest of wheat and corn has not been bountiful but rather under the average, in consequence of the wet and cold season, and yet we are assured that the farmers have done well, as few depend solely on the raising of grain for a livelihood, their resource being scientific and mixed farming, while dairying, produce and fruit have been more remunerative. As an indication of the diversity of farming in this progressive Province, Ontario is said to own 6,000,000 head of live stock, horses, cattle, sheep and pigs.

The mining industry of Ontario is important; the Province ranks high with other countries in the production of silver and nickel, and her total output for last year, on the Bureau of Mines estimate, was $41,000,000. The same general remarks as regards agriculture and the season's results will apply to Quebec. Lumber and pulpwood have had a good year, last winter's cut being large and prices high. The increase in British prices, however, has been fully set off by material advance in ocean freights, with the result that the United States has been our best market.

The Maritime Provinces have had a fair year. Hay, which is an important crop, has been at least up to the average, and in many cases considerably above. Potato and other root crops, with a few exceptions, are reported good. The apple crop, although not equal to the abnormal yield of last year, is a good average; the fruit is much appreciated and brings good prices in England, and many young orchards are being planted.

British Columbia has in recent times been a highly favoured Province. General trade has been large and profitable; its lumbering operations, after languishing for some years, have suddenly revived owing to the improved demand from the prairies, and to the better condition of commercial affairs among our neighbours, who, instead of being keen competitors, have become good customers for our products. There is a ship-building industry, although still in its infancy. The great fleet of vessels employed in the coastwise traffic and the larger steamships trading to the Orient give great importance to the Port of Vancouver. Speculation is rife as to the advantages likely to accrue to that port and the Western country generally on the opening of the Panama Canal.

Commercial activity has doubtless been stimulated by the impulse of active railway construction, which cannot be expected to continue on the same gigantic scale for many more years, but there will remain a more solid and enduring source of wealth in the vast forests of virgin timber which now cover the hillsides of mainland and islands. Speaking of the Dominion as a whole, the trade and commerce of the country have been and promise to continue both sound and good.

The lumber business, on the Atlantic as on the Pacific side, shows much improvement, apart from the pulp and paper industry, which is specially adapted to this country, and has been very prosperous for some time past, but owing to the number of new concerns in operation, there is a tendency to overproduction, with slackening demand and lower prices.

The coal and iron production has been on a scale never before equalled in Canada, although the latter, owing to delays in installing or completing the necessary plants, has fallen far short of supplying demands, especially in the matter of steel rails. The car builders have also been notably behind in their orders. Agricultural machinery of the best and most modern type has been in great request, and the

factories which supply every kind of electrical equipment have been unusually busy.

The revival of trade in the United States has had a marked effect on several of our manufacturing industries, relieving them from the competing shipments of surplus goods from that market. The Woollen mills are doing better, while an unusually good year has been experienced in Cottons. Old establishments have been fully occupied, and a great variety of manufacturers are finding a home in Canada even in the middle and far West.

The wholesale distributing trades have everywhere enjoyed a good year. Groceries, Dry Goods, Clothing, Boots, and Shoes had an unusually large turn over, with good results. Accounts have been fairly well paid and bad debts have been comparatively small.

Transportation by sea and land, with its accompanying mechanical works, is instrumental in making large accessions of population to the cities. Railway earnings have been phenomenal, but are far surpassed by the extraordinary outlays in building of new lines, in improving the old, in double-tracking, terminals and equipment to provide for the ever-increasing traffic. By the judicious expenditure of the Dominion Government, the facilities for shipping are being much improved by dredging, and the supply of elevators and docks at the several important harbours on the Pacific and Atlantic coasts as well as on the Great Lakes.

The principal cities of the North-West and British Columbia exhibit a marvellous increase in size, in population and business activities. A phenomenal advance in these respects has also been made by some of the eastern cities, notably Montreal and Toronto. Some of the smaller towns in the West have perhaps been too ambitious in providing public utilities, and in rushing work that might better have extended over a greater length of time, but, after all, they are only anticipating future necessities. The municipal expenditures have consequently been large and hence the unusual amount of borrowing both at home and abroad. The comparative cheapness of money and the ease with which municipal securities could be placed in England, had misled some borrowers, who refused to accept the prices offered earlier in the season, but it is feared they may have to submit to higher rates of interest on future transactions.

Industrial loans and investments are quite out of our sphere, but I take this opportunity of saying that it is much to be regretted that some of these offered on the London market were of a distinctly questionable character, unsound or highly speculative, and calculated to reflect injuriously on Canadian credit; while others, and doubtless the great bulk of them, are both safe and promising, and offer to the investor an opportunity of participating in the prosperity of the country. I fear it is useless to ask certain promoters to be more careful as to the class of security they offer, but intending investors may be more discriminating.

With the rapidly developing country and the Government pledged by guarantees or otherwise to liberal expenditures, the building of

railways, the improvement of harbours, and other works of a national character, Canada must necessarily be a large borrower for some time. But with nearly 8,000,000 of people, vigorous, intelligent and resourceful, with immense treasures in virgin forests, mines, fisheries, and, above all, with a large area of unoccupied fertile land, Canada can better afford than most countries to mortgage her future to a moderate extent, and her credit in the money markets of the world must always stand high.

Canada is well prepared to absorb and utilize the immigrants that every season seek her shores or cross her boundaries. The labourer and the artisan are most welcome, and the farmer, with or without capital, will find opportunities at his hand. We have excellent and prosperous Banks, well adapted to the requirements of the country, which offer facilities to farmer and tradesman in every town and village, and I may remark, in passing, as convincing proof of the country's progress, that their deposits in ten years have mounted up from 350 millions to over 1,000 million dollars.

We possess a system of transportation that is almost complete, although being daily added to—a large mercantile fleet of steamers on river, lake and sea, and railways that not only link the various Provinces together, but also give a service to the newly opened country better than is to be found in any other country similarly circumstanced.

As to investments in lands—the price of farming properties is still moderate and low, but speculation in suburban lots is surely overdone. For the real estate movement in the cities there may be more justification, prices being advanced by the pressure of increasing population and by keen competition in acquiring choice properties for commercial or domestic purposes. In New York and other points in the United States, where the Bank is represented, business may be described as in a normal and sound condition. In Mexico, politics have been a very disturbing element, but there are indications of an improvement which will allow business to resume its usual course. The ample revenues of both Provincial and Dominion Governments indicate a season of great prosperity for the country at large.

The exports for the twelve months ended 30th September, 1912, amount to $351,952,292, an increase of $49,601,798 over the corresponding period of last year. Imports for the same period amounted to $616,842,090, an increase of $120,004,619, giving a revenue from Customs duties of $102,695,974, or an increase of $23,903,849. I have in a cursory manner touched on these various topics reviewing the condition of the country and indicating the great range of interests the Bank has to consider in the course of its business, and on whose fortunes the prosperity or otherwise of the Institution in a great measure depends.

In view of the recent and much regretted demise of Sir Edward Clouston, I cannot refrain from alluding to the circumstances that at the last Annual Meeting he announced his retirement from active participation in the management of the Bank. He had entered the

service as a boy, had passed up through various grades, and during the last 21 years had occupied the position of Chief Executive Officer. His death is much deplored by the Directors and Staff of the Bank.

The General Manager's Address

Address by Mr H. V. Meredith, General Manager of the Bank

The President has covered the ground so fully in the address he has presented to you to-day that little is left for me but to explain the changes which have taken place in the balance sheet during the year, and to add a few remarks in connection with financial matters affecting the Bank which have not been touched upon. Since our last Annual Meeting, the Treasury Board of the Dominion Government has sanctioned an increase in the authorized Capital of the Bank from $16,000,000 to $25,000,000, thus permitting of a further issue of stock from time to time as circumstances may, in the opinion of your Directors, render desirable.

Turning to the general Statement of which you have a copy, you will notice the Paid-up Capital has increased during the year from $14,887,570 to $16,000,000, and the Rest from $15,000,000 to $16,000,000. From the net earnings, transfers have been made of $1,000,000 to Rest Account and Contingent Account respectively, and a balance of $802,000 is carried forward at credit of Profit and Loss Account as compared with $1,855,000 a year ago. A bonus of 1 per cent. was paid shareholders on June 1st and December 1st over and above the quarterly dividends of 2½ per cent.

Deposits not bearing interest show a small decrease, occasioned by the withdrawal of a large deposit of a temporary nature which appeared in the statement of a year ago. Were it not for this fact, we would show a gain in these deposits of $2,000,000. Interest-bearing deposits show an increase of $6,400,000. Part of this increase is of a temporary character, but it is gratifying to find that the ordinary Savings deposits have grown in a highly satisfactory manner, notwithstanding the withdrawals that have taken place for investment and otherwise.

Turning to our Assets, you will notice that "Current Loans and Discounts in Canada and elsewhere and Other Assets" are $2,200,000 less. This decrease does not represent a curtailment of our current loans in Canada, which are in reality $1,600,000 larger than a year ago, but a reduction in our current loans elsewhere. Investments in Railway and other bonds are $1,600,000 less, affected by realizations, and balances due by agencies of this Bank and other Banks show a net reduction of $3,800,000. The increase in our call loans in Great Britain and the United States is accounted for by the various changes mentioned above.

I think you will agree with me that the Statement is a strong one, but it is well that the Bank of Montreal should always be able not only to meet all the legitimate demands of its clients, but at the same time to provide for any exceptional calls that may be made upon it to promote the general welfare of the country. You will observe that,

following the practice of the British and Colonial Banks, we have shown, in the form of a footnote, the contingent liabilities of the Bank and the securities held against them. This item has not heretofore appeared in our Annual Statement.

Business generally has been exceedingly active in Canada during the past year. Good crops, notwithstanding a wet season, have been reaped, and all manufacturing industries have been kept fully employed. Wage earners are in receipt of good wages, and labour, in many sections, is difficult, if not impossible, to obtain. With an increasing immigration, a soil producing a large surplus of food products without serious failure over a comparatively long term of years, the assurance of a vastly increased production as the area of unoccupied arable land is brought under cultivation, and other great natural resources awaiting development, one cannot but be an optimist in regard to the future of our country.

Owing to this ever-increasing and rapid development, we must, for many years, be borrowers from the British Islands as well as foreign countries. Just now, there is undoubtedly a feeling in some quarters abroad that Canadians are spending too lavishly and overborrowing to an extent which may later on prove burdensome to us. In this connection, our adverse balance of trade, our so-called real estate boom, etc., are cited. While I do not share these pessimistic views, there can be no doubt that if we are to maintain the preference which Canadian securities have so long enjoyed, caution at the present time is more essential than it has been for a long time past, and it is clear any ill-advised move on our part, any undue speculation, or the flotation of doubtful schemes which may have the effect of causing distrust abroad and so prevent the free flow of capital into Canada, cannot but have a serious effect on business generally, and bring about a check to our prosperity. It must not be forgotten that there are countries other than our own seeking capital, and offering possibly quite as attractive terms, and that once a stream is turned in another direction, a long time may elapse before it returns to its former channels.

Money has been in strong demand in Canada during the year, while in London and New York, in which outside markets we are chiefly interested, the rates continued low until September, since when more stringent conditions and higher rates have prevailed. With buoyant trade practically the world over, and with, as far as we can judge, a probable continuance for some time of such conditions, money is not so readily obtained. Those seeking capital should have regard to existing conditions and also to the fact that borrowers cannot hope to name their own terms.

The increased cost of living, and the reasons therefor, form a subject much discussed the world over, and Commissions of Inquiry are now engaged in seeking the cause. I mention the subject because of its effect on the Bank's net earnings, owing to the necessity of our having to increase our fixed charges from time to time as a result of bringing up the salaries of the staff to a point which may be considered a fair

and reasonable one for the services rendered. The cause for the enhanced value of all commodities is difficult to determine. There are no doubt a number of reasons for it; among them, the largely-increased output of gold, resulting, to a great extent, from the more scientific treatment of ore bodies. The higher standard of living by all classes is also a factor; but I am of the opinion that the root of the matter may be found in the fact that the percentage of population engaged in production of foodstuffs is not increasing in the same ratio as is that of our manufacturing wage-earners and salaried officials. This view is supported by figures showing conditions in the United States, where the number of farm families indicates an increase of only 11 per cent. between 1900 and 1910, while the artisan and clerical classes have increased practically 30 per cent. in the same period. A similar condition of affairs obtains in Canada as regards the five Eastern Provinces, and while, in our Northwest, the rural population is relatively large and grows apace, mixed farming has not yet been generally resorted to. In this connection, it may be interesting to note that the exports of dairy products from older Canada to the newer Western Canada were this year not less than $3,000,000, while New Zealand and the United States supplied these commodities to the extent of an additional $1,000,000.

I have noticed at different times, in certain newspapers, paragraphs calculated to give the impression that the Banks in this country are not affording the farmers the financial assistance to which they are entitled. Such statements are erroneous. There are in Canada some 2,500 Bank branches, the great majority of which are located in towns and villages supported by the surrounding agricultural population, and no unimportant part of the business of the Banks is derived from this class. As for this Bank, I may say that our loans to farmers and small traders amount to many millions.

I have alluded to the adverse balance of trade. In the fiscal year ending March 31st, 1912, the imports for consumption in Canada were of the value of $521,000,000, and the exports of domestic products were $290,000,000, showing a balance against the country of $231,000,000, undoubtedly a very large sum. In the five months ending August 31st last the excess of imports over domestic exports was $130,700,000, showing an even greater ratio than in the preceding year. The gap between imports and exports is not likely to be soon closed; not, indeed, until our manufacturing industries have expanded to a point when the home market can be supplied fairly well within the country, nor until the large demand for foreign goods, arising out of the construction of permanent works, railways, etc., is satisfied from domestic mills. Meanwhile the gap is bridged by foreign loans, by investments of capital in Canada from Great Britain and by money brought in by immigrants. It is, therefore, all the more important to guard against unpropitious circumstances tending to lessen the confidence of British and foreign lenders in Canadian securities.

The delayed revision of the Banking Act will shortly be submitted to Parliament. The present Act has been developed with the growth

of the country. It has served its purpose well, and I feel confident that under the direction of the able and experienced financier who now occupies the position of Finance Minister no radical changes will be entered upon lightly.

No one can feel more strongly than I do the necessity of conserving the profits of the Bank, so that when lean years come, as come they must, there may be no question of dividend curtailment. At the same time, in periods of prosperity, I feel that shareholders should enjoy a measure of that prosperity. The policy of your Directors, therefore, in my opinion, should be to maintain the dividends at 10 per cent., and to make distributions in prosperous years by way of bonuses as the Bank's earnings warrant; in lean years, should they unfortunately come, to withhold the bonus and to tell the shareholders frankly the reasons for so doing. The writing down of assets to meet a shrinkage in values under all conditions is, I am convinced, more in your interests than to make a display of abnormal profits. Stability of business and continuity of earnings should be our aim.

I cannot close without referring to the loss the Bank has sustained in the sudden and untimely death of Sir Edward Clouston, the Vice-President. His whole life was spent in its service. Entering the Bank as a youth, nearly half a century ago, and manifesting from the first great ability, he steadily rose to the highest position in the service. Under his guidance, for many years as General Manager, until ill-health necessitated his retirement, the Bank continued to maintain its commanding position, and enjoyed great prosperity. On more than one occasion, his experience and knowledge of banking were availed of not only by his *confreres* in other institutions, but by those who had the direction of legislation governing the Banks. To myself his death is a personal loss, for I was associated with him many years, during which I came to recognize not only his talent but the great graciousness of his personality.

THE 95TH ANNUAL REPORT OF THE BANK OF MONTREAL.

Balance of Profit and Loss Account, 31st October, 1911		$1,855,185 36
Profits for the year ended 31st October, 1912, after deducting charges of management, and making full provision for all bad and doubtful debts		2,518,408 76
Premiums on New Stock		834,322 50
		$5,207,916 62
Dividend 2½ per cent., paid 1st March, 1912	$385,798 70	
Dividend 2½ per cent., paid 1st June, 1912	400,000 00	
Bonus 1 per cent., paid 1st June, 1912	160,000 00	
Dividend 2½ per cent., paid 1st Sept., 1912	388,302 98	
Dividend 2½ per cent., payable 1st Dec., 1912	400,000 00	
Bonus 1 per cent., payable Dec., 1912	160,000 00	
	$1,894,101 68	
Amount credited to Rest Account	1,000,000 00	
Amount credited to Contingent Account	1,000,000 00	
Amount expended on Bank Premises during year	511,000 00	
		$4,405,101 68
Balance of Profit and Loss carried forward		$802,814 94

GENERAL STATEMENT

THE BANK OF MONTREAL

For year ending Oct. 31, 1912

LIABILITIES.

Capital Stock			$16,000,000 00
Rest		$16,000,000 00	
Balance of Profits carried forward		802,814 94	
		$16,802,814 94	
Unclaimed Dividends		1,503 01	
Quarterly Dividend, payable 1st December, 1912	$400,000 00		
Bonus of 1 per cent payable 1st December, 1912	160,000 00		
		560,000 00	
			17,364,317 95
			$33,364,317 95
Notes of the Bank in circulation		$16,131,862 00	
Deposits not bearing interest		45,338,954 54	
Deposits bearing interest		141,970,011 01	
Balances due to other Banks in Canada		122,373 87	
			203,563,201 42
			$236,927,519 37

ASSETS.

Gold and Silver coin current		$8,051,668 74	
Government demand notes		11,259,417 75	
Deposit with Dominion Government required by Act of Parliament for security of general bank note circulation		750,000 00	
Due by agencies of this Bank and other banks in Great Britain.	$6,934,890 28		
Due by agencies of this Bank and other banks in foreign countries	7,198,713 45		
Call and short loans in Great Britain and United States	55,158,633 00		
		69,292,236 73	
Dominion and Provincial Government Securities		587,109 16	
Railway and other Bonds, Debentures and Stocks		14,472,573 30	
Notes and Cheques of other Banks		9,238,115 36	
			$113,651,121 04
Bank Premises at Montreal and Branches			4,000,000 00
Current Loans and discounts in Canada and elsewhere (rebate interest reserved) and other assets		$118,869,751 36	
Debts secured by mortgage or otherwise		188,041 73	
Overdue debts not specially secured (loss provided for)		218,605 24	
			119,276,398 33
			$236,927,519 37

CONTINGENT LIABILITIES.

Acceptances under Commercial Letters of Credit against Merchandise	£	278,885	10s. 4d.
Acceptances under Bankers' Credits against Securities	£	872,090	19s. 2d.
Acceptances Current other than the above	£	1,717,519	8s. 5d.

October 31, 1912.

H. V. MEREDITH,
General Manager.

GENERAL STATEMENT

BANK OF MONTREAL

For the half-year ending April 30, 1913

Balance of Profit and Loss Account, 31st October, 1912		$802,814 94
Profits for the half year ended 30th April, 1913, after deducting charges of management, and making full provision for all bad and doubtful debts		1,299,646 42
		$2,102,461 36
Quarterly Dividend 2½ per cent. paid 1st March, 1913	$400,000 00	
Quarterly Dividend 2½ per cent. payable 1st June, 1913	400,000 00	
Bonus 1 per cent. payable 1st June, 1913	160,000 00	
	$960,000 00	
Provision for Bank Premises	250,000 00	
		$1,210,000 00
Balance of Profit and Loss carried forward		$892,461 36

NOTE.—Market price of Bank of Montreal stock, 30th April, 1913, 231½ per cent. ex div.

LIABILITIES.

Capital Stock			$16,000,000 00
Rest		$16,000,000 00	
Balance of Profits carried forward		892,461 36	
		$16,892,461 36	
Unclaimed Dividends		723 01	
Quarterly Dividend, payable 1st June, 1913	$400,000 00		
Bonus of 1 per cent. payable 1st June, 1913	160,000 00		
		560,000 00	
			17,453,184 37
			$33,453,184 37
Notes of the Bank in circulation		$14,429,494 00	
Deposits not bearing interest		45,599,749 90	
Deposits bearing interest		160,868,957 75	
Balances due to other Banks in Canada		83,658 81	
			220,981,860 46
			$254,435,044 83

ASSETS.

Gold and Silver coin current		$9,311,089 88	
Government demand notes		12,950,765 50	
Deposit with Dominion Government required by Act of Parliament for security of general bank note circulation		750,000 00	
Due by agencies of this bank and other banks in Great Britain.	$7,369,370 60		
Due by agencies of this bank and other banks in Foreign Countries	6,276,916 42		
Call and short Loans in Great Britain and United States...	63,880,672 00		
		77,526,959 02	
Dominion and Provincial Government Securities.		525,895 15	
Railway and other Bonds, Debentures and Stocks		13,871,851 04	
Notes and Cheques of other Banks		5,575,520 85	
			$120,512,081 44

ASSETS. Continued.

Bank Premises at Montreal and Branches		4,000,000 00
Current Loans and discounts in Canada and elsewhere (rebate interest reserved) and other assets	$129,457,033 43	
Debts secured by mortgage or otherwise	262,299 99	
Overdue debts not specially secured (loss provided for)	203,629 97	
		129,922,963 39
		$254,435,044 83

CONTINGENT LIABILITIES.

Bills Payable	£1,165,630	19s.	9d.
Acceptances under Letters of Credit	£455,257	5s.	7d.

H. V. MEREDITH,
General Manager.

30th April, 1913.

THE PRUDENTIAL TRUST COMPANY LIMITED, MONTREAL

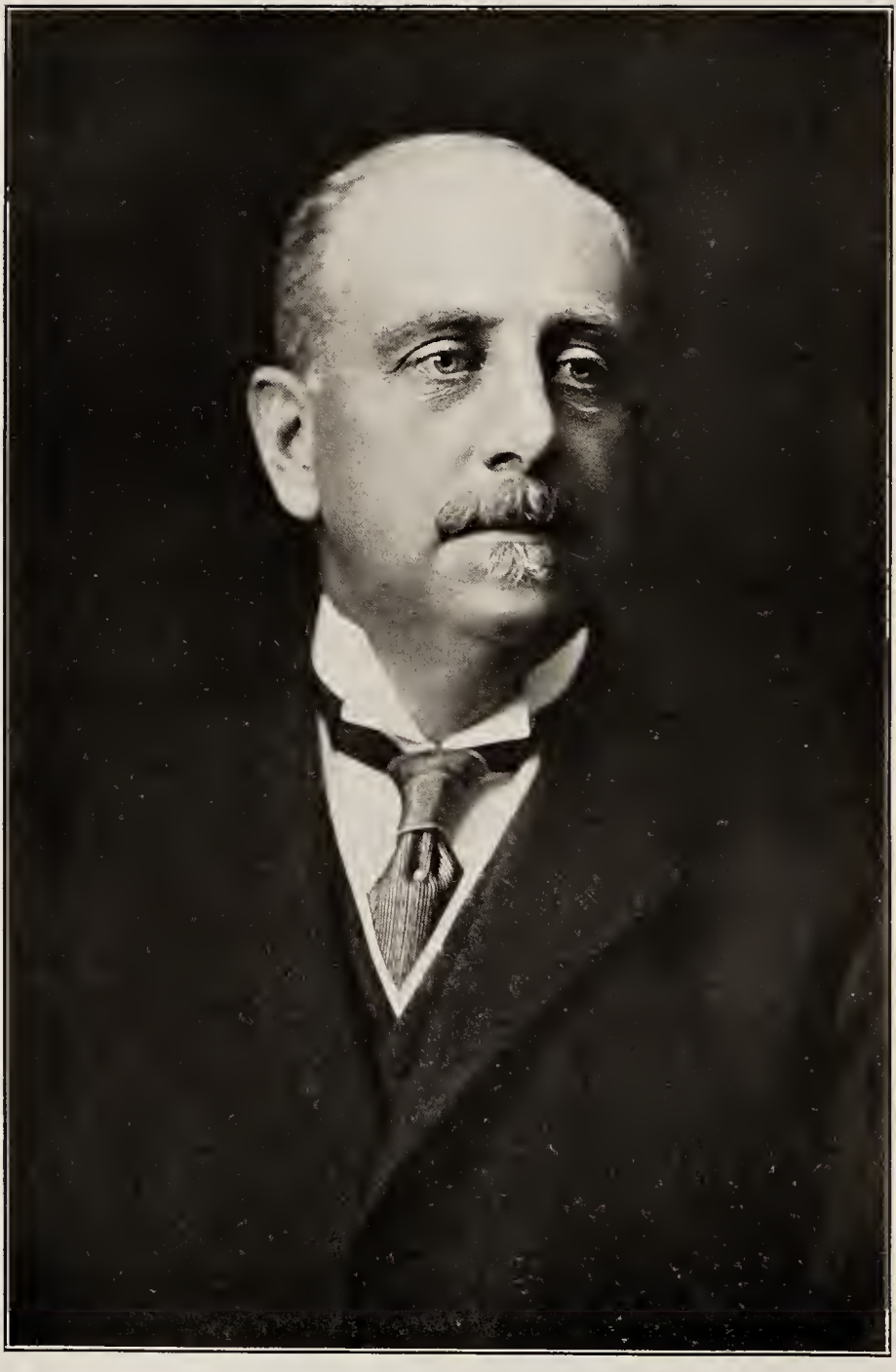
Since its organization the Company has made very steady progress and the statement of Dec. 31st, 1912, submitted to Shareholders showed Trust and Agency funds held for investment of $3,817,356. Of this amount $3,374,469 was applied during the year in loans on securities of stocks and bonds; $27,600 on Real Estate Mortgages; $20,000 in Bonds and Debentures and $386,286 was cash on hand and in Bank.

The statement of Assets and Liabilities showed very substantial increases in all accounts, the Investment account standing at $256,311, as compared with $162,161 at the end of the Company's first year (1911), and time and call loans totalled $555,971, as compared with $68,743 at the end of 1911.

The initial dividend declared at the rate of 5 per cent. was for the half-year ending Dec. 31st, 1912, payable to Shareholders of record of March 12th.

FARQUHAR ROBERTSON,
Chairman Board of Directors.

B. HAL BROWN,
President and General Manager.



Mr. Edson L. Pease.
Vice-President and General Manager Royal Bank of Canada.

CANADA AND THE WEST INDIES

ROYAL-TRADERS AMALGAMATION

Addresses by

The President, General Manager and 2nd Vice-President

of the

ROYAL BANK OF CANADA*

Address by Mr. H. S. Holt, President, Royal Bank of Canada

The Statement presented to you to-day includes the assets of the Traders Bank of Canada, purchased in September last. Eliminating the figures of that Bank, our deposits increased $10,145,093 during the 11 months, and commercial loans $6,467,285. Twenty-eight new branches were opened. The new issue of Capital stock offered to the shareholders in December, 1911, viz., $2,000,000, and the issue of $3,360,000 in September last to the shareholders of the Traders Bank of Canada as the purchase price of the assets of that Bank, were both fully absorbed. The unallotted fractional shares were advertised for sale and disposed of in due course. At the present time, so far as we are aware, there is no floating supply of Royal Bank shares.

To effect the purchase of the Traders Bank of Canada, it was necessary to obtain the Government's approval of an increase in the authorized Capital. In order to provide at the same time for possible future extensions, we applied, with your approval, for an increase from ten to twenty-five millions. The sanction of the Government was duly obtained. The average paid-up Capital for the 11 months was $8,680,756 and net earnings were 19·19 per cent. per annum. The latter were not materially augmented by the operation of the business of the Traders Bank for the short period of three months, especially in view of the heavy incidental expenditure for new stationery, new bank notes, etc. Considering the large influx of new Capital during the year, we are gratified that we have been able to maintain our percentage of earnings. The increase in combined Capital and Reserve in the past twelve months amounted to $10,920,000, which should show good results in the coming year.

I am pleased to say that the business of the Traders Bank has proved to be of superior quality. The potential value of the increased facilities of a hundred branches, mostly in the prosperous Province

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* NOTE.—Annual Meeting, Montreal. See also Historical Sketch, Supplement, 1910 volume.

of Ontario, and the addition of 1,800 new shareholders cannot be over-estimated. The simultaneous inspection of this number of branches and the subsequent assimilation of the business imposed no light task upon the Executive of this Bank. The whole machinery is now running smoothly and efficiently, which is abundant proof of a good organization.

The Bill to revise the Bank Act and extend the charters of the Banks, which was recently introduced in the House by the Minister of Finance, contains important amendments. These are in the interests of both the general public and of the Banks, and will meet with our hearty acceptance. If the proposed shareholders' audit does not accomplish all that its advocates expect, it is sure to have a good moral influence on the Banks.

We have reason to congratulate ourselves on the continued prosperity of the country, which shows no sign of abatement. The present outlook could hardly be better. At the same time, we should be cautious in our optimism. It must not be forgotten that the most influential factor in our progress is the investment of foreign capital, and that the interruption of this flow would have adverse results, especially if anticipated. London's attitude towards Canadian offerings of securities has been unfavourable for some months past, which is no doubt primarily due to the Balkan War, which has shaken confidence throughout Europe, and secondly to the large borrowings of our municipalities. The financial conditions abroad are reflected here in the present money stringency. With peace concluded, the demand for new capital to repair the waste will be very great—consequently the expectation is for firm rates for money for some time to come.

Address by Mr. E. L. Pease, 1st Vice-President and General Manager of the Bank

The statements submitted to you to-day, showing the result of our operations for eleven months past may be briefly summarized as follows: We paid the usual dividend of 12 per cent.; transferred $75,000 to Officers' Pension Fund; reduced Bank Premises Account by $300,000; transferred to Reserve Fund $5,503,812, being the premium received on new Capital stock issued and carried forward to the next year's account $610,219—or $209,000 more than we brought forward in December last. We have in addition set aside $200,000 for rebate of interest on unmatured bills, which was necessitated by the fact that no such provision had been made by The Traders Bank of Canada. Of course this fund remains an asset of the Bank.

Bank Premises, after writing off $300,000, are valued at $5,520,000. This amount includes the premises taken over from The Traders Bank of Canada at the very conservative valuation of $2,356,000. Negotiations to sell several of their buildings are now under way, which, when accomplished, will effect a very large reduction in the account. Through the addition of 725 Traders Bank employees to the staff, large contributions to the Pension Fund by the shareholders are rendered indispensable for some time to come, in order to maintain it on a proper basis. You will therefore be asked to pass a

Resolution authorizing an annual contribution of $100,000 to the present Fund out of profits for five years. With these contributions, supplemented by the present assessment of 3 per cent. on salaries, we hope to build up in five years a Fund that will meet actuarial requirements. I am sure you will appreciate the great importance of treating the staff with liberality, and adequately rewarding them for the efficient services which they perform. I need not say that the success of the Bank depends upon the loyalty and contentment of the staff, which now numbers 2,617. Our liquid Assets amount to $73,428,782, being 47·64 per cent. of our total Liabilities to the public, and our total trade assets, excluding the valuation of Bank premises, exceed our total liabilities to the public by the sum of $19,552,249.

CANADA.

According to the latest returns, the total field crops of Canada last year yielded approximately $610,000,000, being an increase of $45,000,000 over 1911. Gross railroad earnings increased over $26,000,000; bank clearings $1,752,000,000; bank note circulation $13,435,000; public deposits in chartered banks $87,282,000; post office Government savings bank and other savings bank deposits $2,417,000; commercial loans $102,767,000. Exports increased $18,121,000; imports $86,973,000; customs receipts $33,500,000. Immigration reached 354,237, an increase of 21,000—immigrants from Great Britain numbering 138,121, and from the United States 133,712.

In Mr. E. R. Wood's review of the Bond Market in Canada in 1912, the total Canadian bond issues are placed at $261,917,000, compared with $269,312,000 in 1911, of which Government issues represented $35,639,000; municipal $45,792,000, railway $69,639,000 and miscellaneous $110,846,000. Great Britain absorbed 77·53 per cent. of these issues, Canada 13·84 per cent. and United States 8·63 per cent. In considering the amount of foreign capital invested in the country, we should include investments in mortgage loans. Records are not yet available for the past year, but at the close of the fiscal year 1911 there were over eighty registered companies doing a strictly mortgage loan business with aggregate loans of $248,164,260, being an increase of $16,018,690 over 1910. Besides these, numerous English and American insurance companies lend largely in Canada on mortgage.

The above figures denote splendid progress during the year. There is only one fundamental defect in the trade of the country, viz., the adverse balance of trade. I do not think we attach sufficient significance to this adverse balance, which has been growing steadily in the past five years. The excess of imports for the fiscal year ending March 31st, 1908, was $90,000,000; 1909, $48,000,000; 1910, $90,000,000; 1911, $175,000,000; and 1912, $243,000,000, the excess for the eight months ending November 30, 1912, being $200,000,000. Our exports to the United Kingdom have continuously exceeded our

imports during the last ten years, the maximum being 72 millions and the minimum 27 millions, but the excess of imports from the United States has steadily increased from $49,000,000 in 1902 to $235,000,000 in 1911-12. The inward balance has grown in spite of the increase of $105,000,000 in our agricultural and other exports in that period.

It is remarkable that the value of the annual production of our factories is estimated to have increased from $480,000,000 in 1900 to approximately $1,462,000,000 in 1912. Practically all of this is marketted in Canada, and yet is short of the home demand, which explains the excess of imports. It is to be hoped that the shortage will be overtaken in the near future and that our manufacturers will have a surplus for export. Meanwhile the adverse balance is more than offset by the great wealth brought in by immigrants—estimated last year at $160,000,000 in cash and in kind—and by the large amount of foreign capital annually coming into the country. While the outlook in Canada is exceedingly bright, there are evidences on many sides that we are straining our prosperity. There is too much inflation. It would be the part of prudence to retrench in our expenditure until we have harvested another crop.

Cuba.

Turning to our interests in the West Indies it may be said that Cuba's imports for the fiscal year 1911-12 were $119,000,000 and exports $146,000,000. The sugar crop of 1911-12 amounted to 1,895,000 tons, the largest in the history of the Island. $120,000,000 may be considered a reasonable estimate of the value of this crop, and on this basis an increase of $43,000,000 is shown over the previous year, 1910-11. The crop just beginning will be a record one, with reasonably good weather. Estimates reach as high as 2,350,000 tons, or about 400,000 tons more than last year. Prices are now lower than in 1911-12, but this unfavourable feature may be partially offset by the expected greater extraction of sugar from the cane. Many mills have been enlarged and provided with technical improvements, and the cane area is being largely extended. It is interesting to note that the production of sugar in 1899, when we established our first branch in Cuba, was about 300,000 tons, against 1,900,000 tons last year.

The tobacco crop of 1911-12 is of average size, but the best in several years as regards quality. Its value is placed at $34,000,000. The new crop gives promise of being the largest in many years, and the condition of the industry was never so satisfactory as at present. Satisfactory conditions prevail in the cattle business. Owing to a high protective tariff there have been no importations during the year. The natural increase is enough to provide for the local consumption, and satisfactory prices are being obtained.

The Railway companies show substantial increases in earnings over the past year, and many securities listed on the Stock Exchange are twenty to thirty points higher than they were last year. Business

conditions generally are sound and the outlook is very hopeful. General Menocal's election to the Presidency last Fall ensures an honest and economical administration. He is an experienced business man of high character and enjoys great popularity.

PORTO RICO.

Porto Rico produced a crop of 371,000 tons of sugar last year, about 21,000 tons more than the previous year. The prosperity of this Island, which had been continuous since the American occupation, suffered a reaction during the past twelve months, caused by the lower sugar tariff agitation in the United States, and land values, which had reached excessive figures, as we mentioned last year, have severely declined. Pending definite action by Congress regarding the tariff, the sugar industry in the Island will probably remain in a depressed condition. A moderate reduction would not seriously affect the industry. It would diminish profits, but these have been excessive under the present free tariff which was the cause of the inflation of land values. It is inconceivable that the United States, with a consumption of sugar last year of $400,000,000, would do anything to imperil the industry in Porto Rico, her own colony.

A contributory cause to the present setback was the outbreak of the Bubonic plague, which, however, has been controlled. Fortunately the coffee and fruit crops last year were unusually large, with good prices, and this has helped out the situation. Our business in the Island, I am pleased to say, is on a sound basis. No losses have been made and none are anticipated.

THE BRITISH WEST INDIES.

As mentioned in the Directors' report, we have purchased the assets of the Bank of British Honduras, Belize. This Bank was established in 1902. While a small institution, it was very successful, dividends latterly having been paid at the rate of 20 per cent. per annum on its capital of $100,000. There is no other bank in the colony. The business of our branches in the British West Indies where we are represented—Jamaica, Bahamas, Barbados and Trinidad—continues to be quite satisfactory. The crops in these islands suffered more or less last year from drought. Otherwise general conditions are not much changed. The oil industry in Trinidad is developing slowly but satisfactorily. The reported damage in Jamaica from the hurricanes in November last was greatly exaggerated. The trade of this Island is steadily increasing, as indicated by the growth of over £1,000,000 in exports in ten years, and £1,143,000 in imports.

Amalgamation with the Traders Bank of Canada.

Address by Mr. E. F. B. Johnston, K.C., 2nd Vice-President of the Bank

As one of the Ontario shareholders, I desire on my own behalf, as well as on behalf of my co-Directors, to say to you that the result of six months careful study of the affairs of the Royal Bank and its management have impressed us with confidence in its progressive and conservative management. Our connection with the Traders Bank, of which, as you are aware, we were three of the Directors, afforded us a fairly correct estimate of the practical requirements of a bank, as well as giving us some knowledge of the wants of the public. We kept before us the fact that we were the trusted agents of our fellow-shareholders. To the great body of depositors who entrusted their funds to those in control of the Bank's affairs, we felt a still graver obligation. For them, especially, we were trustees, and we were fully aware that by both shareholders and depositors a very great confidence was reposed in us. We proceeded cautiously. The result was a unanimous approval of our negotiations and final arrangement with the Royal Bank. Our people had before them the full details of the proposition. They had the unqualified recommendation by us, as their Directors, that the union would inure to the benefit of both Banks, and to-day, as a result, I believe we have one of the strongest and most progressive Banks in this country.

I want to put on record some reasons why we approved of the amalgamation, and why I think it is a matter of great advantage to the community, as well as to the Banks immediately concerned. First, —It is fundamental that the continuous control of money is the greatest necessity in banking business. If a bank is able to meet all the reasonable requirements of the public who deal with it, it is serving one of the great objects of the banking system. It can only do so by being ready at all times to meet the proper demands made on its resources. Whether it be the borrowing customers or the depositors, their wants must be attended to. Failure in either case means loss of business on the one hand, or want of confidence and perhaps disaster on the other. The withdrawal of deposits means scarcity of funds for legitimate borrowers, and, therefore, both progress and stability are endangered. Strength and solidity in a bank increase the supply of money, and the public are in consequence better served. That this has been the case in the present instance is undeniable. Our deposits have increased, and the united Bank is every day growing in strength and usefulness. The old Traders Bank depositors have continued and increased. There has not been a withdrawal, except in one or two cases, where the ordinary current of business would have shown the same result if the union had not taken place. This shows that this source of supply was not affected, except for the better. It shows also that our depositors, as well as our shareholders, approved of and confirmed the act of amalgamation, and enabled us to continue and increase our usefulness as a public financial institu-

tion. Another feature we looked for was economy in management. The present relative cost is and will continue to be less than the aggregate cost of maintaining two separate corporations. We have even at this early day realized on properties rendered unnecessary by reason of the change, and which has resulted in handsome profits, and in the near future a still greater saving will be effected in this direction. In course of time, a saving in the multiplicity of officials can be accomplished, or the work can be eventually done for less money as the older and higher paid members of the Executive staff retire on allowance, and other arrangements are made for the performance of the duties. Cost of advertising, always a very serious item, will be substantially lessened by reason of there being one Bank advertising instead of two, and other elements of expense can be moderated without any disadvantage or loss. The opening of new branches, where one will serve all the purposes of two, means a great saving, as all new branches must necessarily involve considerable loss for a few years.

Stability is another feature of the gravest importance, and this we considered very material in our negotiations. As an outsider, this element appealed to my mind with convincing force. A large institution, well managed, controlling great resources, having the confidence of the public, and able to meet all the demands made on it for the purposes of its customers, must be stronger and better able to weather a commercial storm than an institution not so favourably situated. The barometer of a Bank is a peculiarly sensitive article. There is sometimes difficulty in accounting for the sudden rise and fall of the financial mercury. Difficult situations and stringent periods must be constantly provided against by cash reserves, liquid assets, or other available means of meeting any sudden or unforeseen demand. Certainty with the public is everything. "As safe as the Bank of England" is a common comparison, and it shows the attitude of the public mind on questions of stability when money is concerned. Absolute security is what is meant, and fortunately our Canadian banks generally are in a position to warrant the application of the saying to themselves. With large resources and assets available at a moment's notice, our own Bank may safely lay claim to a high degree of stability which should be most gratifying to the former shareholders of the Traders Bank as well as to the public.

The interest of the shareholder is another matter we had to consider. He invests his money in bank stock and ought to have a reasonable prospect that his shares are of continuing value, and will bring him fair dividends. This condition cannot safely be created, except by means of a strong financial body with plenty of readily available assets, a proper earning power, and a large surplus fund to meet any possible contingency. The forcing of a few hundred shares of any ordinary banking or other institution on the market may materially decrease values and cause complications. It is only when a corporation is fortified by ready resources and backed by public confidence that such sudden movements are not dangerous. It would

be idle to argue that under former conditions the market value of Traders Bank shares could be maintained against adverse circumstances in the same way as the shares in the present amalgamation. Bank stocks have, like all others, their rise and fall, but the fall, even when it reaches its limit by force of general financial conditions, does not carry with it permanent or critical results, if the Bank's foundation is solid. We feel that notwithstanding all our faith and pride in the Traders Bank, we are now better prepared to face a general commercial crisis than we would have been in the smaller institution. The shareholders' interest is one of great importance, and as his means are practically the foundation of the whole structure, his judgment as to what is best in his interest should be entitled to weight, more at any rate, than the opinion of those who run no risk, except the risk of refusal by a bank to discount an uncertain security.

Having made these few observations from an outside point of view, and having indicated briefly some of the reasons why we came over to the Royal Bank, I shall trouble you with a few facts showing that in the practical result of the union of the two Banks, the statements I have made are verified, and the general conditions underlying safe and successful banking have been accentuated.

Let us see how the public are affected by the union. The Traders Bank had one of the best connections in the Province of Ontario, but had no agency east of Montreal. We also had a number of well-located branches in the West as far as Vancouver. The Royal Bank had extensive facilities in that part of Canada east of Montreal, but owing to lateness in entering the field was not strong in Ontario branches. The time for union was, therefore, opportune. We gave you Ontario, with all its resources—manufacturing, agricultural and industrial. You gave us the benefits of Quebec, New Brunswick, Nova Scotia and the seaboard, where we did not have a single office. Your British Columbia connection was of great value. You also gave us the West India business, and well-established offices in New York and London. The necessities of each Bank were met by the resources of the other. There was practically no duplication. To have opened sufficient agencies in Ontario to meet the demands of the public on your Bank would have cost you a very large sum of money, and if we had extended our business eastward and opened offices in London and New York, which the exigencies of our business were forcing on us, we would have been compelled to spend hundreds of thousands of dollars. I say "exigencies," because we had under the then existing conditions to go on or recede. It was not a case of resting on our oars.

We had reached that point when in order to keep our business, it became necessary to increase the facilities for doing it. The surplus profits would have been absorbed for some years in endeavouring to carry on the necessary work of expansion. Our dividend rate could not have been increased for some years, nor could we have added yearly to our reserve as much as our shareholders were fairly entitled to in order that they might be benefitted by the consequent increased

value of their stock. We were already a strong, active, healthy Bank, but by reason of this very fact, we had to advance and enter fields new to us in order to increase our existing business and make it certain and permanent. All the money representing the cost would necessarily have to be withdrawn from public use. The expense of running the offices for three or four years would have to be taken from funds which might otherwise have gone in the way of loans to customers, and thereby increased our profits. The Royal Bank would have required many years and great expenditure to reach the stage of that banking and public advantage which we give you in Ontario and parts of the West by a fair exchange through a common-sense arrangement.

The public will reap and is reaping the benefit. Banking facilities are increased. Expenses of carrying on the united business are less than the aggregate cost of two separate Banks. At least from two to three million dollars will be added in the next few years to funds available for commercial purposes by the disposal of large and valuable properties not now required. And I will show you that competition has not been lessened, nor has a single customer suffered. As to competition, I may state that out of the combined Agencies, amounting to 320, there are only sixteen places where both Banks did business. This is another example of the exact fitting in of the functions and conditions of each institution. In at least four out of these sixteen branches, the chief business of the Traders Bank was receiving deposits. This leaves only twelve in which there could be any semblance of competition. And in this connection let me say that not a single former customer has been refused accommodation, and not a new applicant for credit has been turned away where the security offered has been deemed satisfactory. In four places out of the twelve, agencies of other Banks were opened before we had closed our arrangments with the Royal Bank. This leaves only eight branches by the closing of which the public could possibly be affected, and in all of these the Royal Bank continues to do business. In these eight places which represent the largest cities in Canada, such as Montreal, Toronto, Ottawa, Winnipeg, Vancouver, etc., there are large agencies of all the old leading Banks, and many of the younger Banks as well. The banking facilities in these eight cities are undoubtedly ample. In the remaining 312 points, where we have Agencies, the situation remains absolutely as it was before the amalgamation.

I am glad to say that the Traders Bank staff was taken over in a body and given substantial advantages in the way of pensions, etc., which did not exist in connection with the Traders Bank. In every way the amalgamation will be found to be most beneficial, and, speaking from a personal knowledge of the circumstances, I have no hesitation in stating to this meeting that the Royal Bank has gained by the acquisition of the Traders Bank, and the shareholders, customers and depositors of the Traders Bank have greatly advanced their own interest, and the country is and will be better served and provided with greater banking facilities than if the two Banks had continued separate from each other.

General Proceedings and 43rd Annual Report of the Bank

Mr. Stuart Strathy, late General Manager of the Traders Bank of Canada, said: "The Shareholders of the Royal Bank of Canada are to be congratulated upon the organization which took over so successfully the business of the Traders Bank of Canada. The transfer was made without the slightest disturbance to the business of either Bank." On motion of Mr. H. S. Holt, seconded by Mr. E. F. B. Johnston, K.C., the by-laws of the Bank, with amendments, were re-enacted. On motion of Mr. A. J. Brown, seconded by Mr. W. J. Sheppard, an annual contribution to the Officers' Pension Fund was authorized. The usual resolutions, expressing the thanks of the Shareholders to the President, Vice-President and Directors, and to the General Manager and Staff, were unanimously carried. The President and General Manager replied. The ballot for the election of Directors was then proceeded with and the scrutineers reported the following elected Directors for the ensuing year:—H. S. Holt, E. L. Pease, E. F. B. Johnston, Wiley Smith, Hon. D. Mackeen, Jas. Redmond, G. R. Crowe, D. K. Elliott, W. H. Thorne, Hugh Paton, T. J. Drummond, Wm. Robertson, A. J. Brown, W. J. Sheppard, C. S. Wilcox, A. E. Dyment. At a subsequent meeting of the Board of Directors, Mr. H. S. Holt was unanimously re-elected President, Mr. E. L. Pease, Vice-President, and Mr. E. F. B. Johnston, K.C., 2nd Vice-President, for the ensuing year.

Report of the Directors.

The Directors have pleasure in submitting to the shareholders the Forty-third Annual Report covering a period of eleven months ending November 30, 1912:

PROFIT AND LOSS ACCOUNT.

Balance of Profit and Loss Account, December 30, 1911, brought forward	$401,480 56	
Net Profits for the Eleven Months ending 30th November, 1912, after deducting Charges of Management, Accrued Interest on Deposits, Full Provision for all Bad and Doubtful Debts, Rebate of Interest on Unmatured Bills and General Bonus granted to the Staff	1,527,324 77	
Premium on new Capital Stock	5,503,812 00	
		$7,432,617 33
Appropriated as follows:—		
Dividends Nos. 98, 99, 100 and 101	$943,585 97	
Transferred to Officers' Pension Fund	75,000 00	
Written off Bank Premises Account	300,000 00	
Transferred to Reserve Fund	5,503,812 00	
Balance of Profit and Loss Account carried forward	610,219 36	
		$7,432,617 33

RESERVE FUND.

To Balance carried forward, 30th November, 1912	$12,560,000 00	By Balance at Credit, 30th December, 1911	$7,056,188 00
		Premium on new Capital Stock	5,503,812 00
	$12,560,000 00		$12,560,000 00

The Assets of the Bank have recently been subjected to the usual careful re-valuation. Your Directors have to record with deep regret the death of their late colleague, Mr. F. W. Thompson, who joined the Board on February 14th, 1906. Mr. Albert J. Brown, K.C., was elected to fill the vacancy on the Board. In accordance with the authority granted by the Shareholders at the Special General Meeting held July 3rd, 1912, the authorized Capital Stock of the Bank has been increased, with the approval of the Treasury Board, from $10,000,000 to $25,000,000. The Agreement to purchase the Assets of the Traders Bank of Canada, approved by the Shareholders on July 3rd last, was sanctioned by the Treasury Board in due course. After a thorough investigation, the business of the Bank was taken over on Sept. 3rd, and your Directors are pleased to report that it has since proved entirely satisfactory. In accordance with the By-law enacted at the Meeting of the Shareholders held July 3rd, 1912, increasing the number of Directors to sixteen, the following were added to the Board:—Mr. E. F. B. Johnston, K.C., Mr. W. J. Sheppard, Mr. C. S. Wilcox, Mr. A. E. Dyment.

The Board has also to report the purchase of the business of the Bank of British Honduras, Belize, B.H., on advantageous terms. This Bank has a capital of $100,000, a surplus of $80,000 and deposits of approximately $400,000. In addition to the one hundred branches acquired through the purchase of The Traders Bank of Canada (not including eleven closed at points where this Bank was already represented) and one branch in Belize through the acquisition of the Bank of British Honduras, offices have been opened during the year as follows: In British Columbia—Princeton, Sapperton (New Westminster), Broadway East (Vancouver) and Kitsilano (Vancouver); in Alberta—Blairmore, Cardston, Namayo Avenue (Edmonton), Grouard, Taber; in Ontario—Brantford, Callander and Lambeth; in Saskatchewan—Ardath, Conquest, Delisle, Milden, North Battleford, Weyburn; in Quebec—L'Epiphanie, Papineau Avenue (Montreal), Van Horne Avenue (Montreal), Rawdon (formerly open only certain days), Snowdon Junction; in New Brunswick—Sussex; in Cuba—Monte Street (Havana) and Muralla Street (Havana); in Dominican Republic—Santo Domingo and San Pedro de Macoris.

The Head Office and Branches of the Bank have been inspected as usual during the year.

All of which is respectfully submitted.

H. S. HOLT,
President.

30 November, 1912.

BALANCE SHEET

ROYAL BANK OF CANADA

LIABILITIES.

To the Public:	
Deposits bearing interest	$100,663,364 59
Deposits not bearing interest	36,058,812 94
Interest accrued on deposits	749,739 56
Deposits by other Banks in Canada	419,750 63
Total Deposits	$137,891,667 72
Notes of the Bank in Circulation	12,584,617 69
Balances due to Banks in Foreign Countries	1,524,415 60
Bills Payable (Acceptances by London Branch), £439,113 3s. 10d.	2,137,017 54
	$154,137,718 55
To the Shareholders:	
Capital Paid-up	$11,560,000 00
Reserve Fund	12,560,000 00
Dividend No. 101 (at 12 per cent. per annum)	341,613 32
Former Dividends Unclaimed	1,206 85
Balance of Profits carried forward	610,219 36
	$179.210,758 08

CONTINGENT LIABILITIES.

Acceptances under Commercial Letters of Credit, £88,186 13s. 5d.

ASSETS.

Gold and Silver Coin	$5,204,964 22
Dominion Government Notes	14,443,785 25
Deposit with Dominion Government for security of Note Circulation	578,000 00
Notes of and Cheques on other Banks	9,769,273 06
Balances due from other Banks in Canada	122,482 32
Balances due from Agents in United Kingdom and Banks in Foreign Countries	3,665,037 01
Government and Municipal Securities	3,950,698 14
Railway and other Bonds, Debentures and Stocks	11,715,900 62
Call and Short Loans on Stocks and Bonds in Canada	9,422,451 90
Call and Short Loans on Stocks and Bonds in Foreign Countries	14,556,189 97
	$73,428,782 49
Loans to Provincial Governments	185,488 77
Current Loans and Discounts, less rebate interest reserved	99,828,879 54
Overdue Debts (Loss provided for)	246,816 20
Bank Premises	5,520,791 08
	$179,210,758 08

H. S. HOLT,
President.

November 30, 1912.

CANADA AND THE IMPERIAL NAVY

Historical Record of

"THE MONTREAL STAR" IN 1912*

This Journal's advocacy of a prompt, energetic and national participation by Canada in Empire defence was an important incident of 1912—as its earnest opposition to the Reciprocity compact was an event of the preceding year. On Jan. 3rd, in a conspicuous front page editorial, it pointed out to French-Canadians that in the Empire Navy lay the safety of the French Republic and that "if it had not been for the British Navy last summer, the French must either have withdrawn in humiliation from Fez, or faced a war of aggression assailing them from the Vosges to—if not beyond—the Belgian frontier; and standing alone they might easily have again seen the Prussians under the Arc de Triomphe. The results which would follow the wiping out of British sea-power would, however, come much nearer to our fellow-Canadians of the French tongue and the Roman Catholic faith than that. The collapse of British supremacy on the water would mean the dissolution of the British Empire." Germany would then seek her "place in the sun" with a roving eye and a free and all-powerful hand. Such a situation would mean the greatest danger to Canada unless the United States interfered; if it did so there would eventually be a price to pay. That price could only be Annexation; paying the share in American defence which some Canadians would refuse to pay in Empire defence.

The Star answered the Autonomy contention, or fear, or prejudice, by asking (Jan. 11) what "control" Canada wanted. In case of war no one dreamed of fighting independently of the Admiralty; in time of peace it was a mere matter of training. As to the rest: "Why, if Canada does not go to the help of Britain, and if the British Navy is smashed up some terrible day in the North Sea, there will soon not be enough of Canada's constitution left to afford a light for Uncle Sam's cigar. Canadian autonomy, so far from being endangered by our rushing to the help of the British Navy, can only be saved by keeping, for that Navy, the command of the Sea. Our Constitution rests to-day on the British fleet and on absolutely nothing else." On Jan. 23rd the position of Great Britain toward Russian advances China-ward, toward Italy's raid on Tripoli, toward other world-wide

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* NOTE.—See 1911 Supplement and for a general History of *The Star* see the Supplement of 1910.

developments, was reviewed and the cause given as the paralyzing power of Germany in the North Sea. It had to be considered in every move; it was the element which prevented British diplomacy being as powerful as it was in the days of Palmerston or Beaconsfield; it was the crisis about which a Party press in Canada told the people nothing.

The real nature of modern diplomacy was pointed out (Feb. 6) and the moral was drawn that the only control Canada could exercise over it was in the Battleships she could command to help in enforcing its decisions. "Under the most imperious necessity, the foreign policy of the Empire must always be directed by a very few men. It cannot be a matter of Parliamentary policy. It is species of war; and we might as well ask a general in the field to come back to London and debate his proposed tactics on the floor of the House as to compel the Foreign Secretary to tell the Commons—and the enemies of his country—what he intends to do before he does it." The situation as between Britain and Germany was considered on Feb. 16th and the view expressed that two things were essential and both very difficult—that Britain must permit Germany to expand and Germany must cease to challenge British control of the Seas. "One outstanding fact ought surely to be always remembered; and that is that Britain cannot attack Germany while Germany can attack Britain. . . . This one-sided position should be kept ever in mind when we are talking of mutual concessions. Britain cannot concede Naval power. It would be as fair to ask Germany to disband her splendid Army; and revert to the condition when Napoleon stood at Potsdam and moralized over the departed power of Frederick the Great."

The argument that Canada should contribute men as well as money to Naval defence was met by *The Star* asking (Mch. 9) as to which service the adventurous Canadian lad was likely to prefer—the narrow confines of a restricted shore-fleet or the world-wide movements of an Imperial Navy. On Mch. 22nd a strong argument was put up to the effect that a Canadian Navy was useless if the British fleet was all-powerful and equally useless if that Fleet were beaten. To defend Canada in the latter contingency against the United States, $100,000,000 a year would have to be spent now and much more in the future; to protect Canada against Japan or Germany the Canadian Navy would have to be as strong and as costly as the Navy of either of those Powers. The new forms of the German crisis—the fresh Navy Bill of May, 1912, the Supplementary estimates and increased construction of the British Admiralty—were dealt with on May 23rd: "The line of sentinels of the fleet, the swift Destroyers, has been greatly increased and extended. Where? Along the coast facing Germany. We are withdrawing from the Mediterranean. We have moved the naval base of the Mediterranean fleet to Gibraltar. We are now watching the English Channel. We are building a new Naval base near Edinburgh. We are centreing our fighting ships in the North Sea."

The Star dealt in a series of able articles with British and European foreign policy as a subject of vital import to Canada if she were to really enter the Councils of Empire and into world politics—June 11, 15, July 13, 31, Aug. 10, 22, Sept. 24, Oct. 31, Nov. 27. On Aug. 13 it repeated the essentials of its policy: (1) that Canada's Naval action shall be prompt and businesslike; (2) that this action shall take the form of a direct strengthening of the fighting fleets under the control of the British Admiralty. As to the matter of emergency *The Star* was very frank on Oct. 25: "The British Government has twice augmented its battleship-building programme during the present year."

There was an 'emergency'—as much our 'emergency' as that of the men of Middlesex—when the German challenge first compelled Britain to call her fleets home from the Seven Seas to guard the threatened heart of the Empire. There was an 'emergency' when the British people. after a period of optimism and dreams of slowly getting rid of the burden of naval construction were compelled to 'jump up' their vote in hard cash for new construction by over forty per cent. in one year. There was an 'emergency' of the most alarming kind when the Admiralty decided to withdraw our last battleships from the Mediterranean. There have been 'emergencies' enough, in all conscience. But we have dodged them. We have hidden under the barn while the people of the United Kingdom bore the brunt. We have been 'a kept nation' though far more prosperous and able to keep ourselves than the majority of the tax-payers of Great Britain and Ireland.

Coupled with the question of contribution was the inevitable one of representation dealt with by Mr. Borden in his English speeches and upon this issue *The Star* (Aug. 1) was clear, logical, and explicit: "The change in the constitutional framework of the Empire is an inevitable development of the growth of the Overseas Dominions. No one imagines that a British subject living in Canada or Australia will permanently occupy any different position towards the Government of the British League of Nations than a British subject living in Kerry or Kent. We, for our part, have the most optimistic and illimitable hopes for the future of Canada. We believe that the time will come when the dwellers within this Dominion will have—not merely a share in the Government of the Empire—but the largest single share. If we ever stand sixty or seventy millions to forty-five or fifty millions in the British Isles, there will be no logical ground whatever upon which we can shirk our fair proportion of the burdens, the responsibilities, and the power and glory of the Empire. We will be as rich, man for man; we should be as intelligent; we can hardly be less ambitious. So the old system under which the United Kingdom provided the whole of the defence of the Empire and the whole of its Government, must pass away; and it looks as if the psychological moment had come for the Overseas Dominions to make their first genuine entry into the field of endeavour and trust."

Of the movement to take the Navy out of politics and to obtain unanimous Party action in the matter *The Star* was doubtful. No policy of bargaining and compromise, it noted on Sept. 19th, would

be acceptable. "We had far better present the Empire with an effective policy, opposed by a minority, than a useless policy supported by a united nation of complacent 'shirks.' We want to take a manly nation's share in defending our common British heritage, even if we have to make a political fight for it. The great thing is to do something to ward off the 'German menace'—not to establish 'a love feast' at Ottawa. We are as conscious as anyone that such a policy, carried unanimously by our Parliament, would have double weight, both in London and Berlin. But if we cannot get bi-partisan agreement in support of a programme with 'hitting power' then we can better do without the agreement than without the programme." On Nov. 11th it dealt as follows with the argument of M. Bourassa and others that whatever might once have been the case Canada does not to-day owe anything to Britain for its defence: "As we grow stronger and more able to effectively join in the defence of the Empire, we—according to the Bourassa argument—are less and less obligated to do so; until at last the astonishing climax is reached that, on the day when we can first really contribute to Imperial defence, more than Imperial defence is compelled to set apart for Canadian protection, we may honourably cease to contribute altogether! What is the basis of such an argument? Must it not be that Canadians are not British but are an alien and subject-people who have paid a foreign Power for protection as long as they needed it, and then naturally stop paying when they no longer need it? Now, we do not hesitate to take issue with M. Bourassa right there. We are British. We are full partners in the British Empire. We have not been a subject-people paying for protection. We have been a younger brother, getting from the family fund more than we put into it; and are now entirely ready and, indeed, determined to contribute more and more to that family fund as we are more and more able."

Upon the policy of the two Parties, as finally presented to Parliament, *The Star* was clear and explicit in view (Dec. 13): "One week ago Mr. Borden laid before the Canadian Parliament a Naval policy whose logical outcome would be perpetual British unity. Yesterday, Sir Wilfrid Laurier laid before that same Parliament another Naval policy whose logical outcome would be eventual Canadian separation from the British Empire." The Admiralty document and Mr. Churchill's views were eulogized and the Borden policy was urged as combining autonomy with co-operation. A possible visit from Mr. Churchill was welcomed and the most complete of Canadian press Cablegrams were received from day to day by *The Star* during Mr. Borden's visit to England. In this year, also, President Taft's "Adjunct" letter proved an element of triumph to the journal as tending to prove its contention of 1911 that no matter how innocent in appearance Reciprocity might be it was, in reality, a menace to Canada's autonomy and its Empire allegiance.

THE NEW BUILDING OF THE SUN LIFE OF CANADA—CONSTRUCTION COMMENCED IN 1912.

CANADIAN LIFE INSURANCE

Annual Report of an Important Institution

THE SUN LIFE ASSURANCE COMPANY OF CANADA *

The 42nd Annual Report of the Directors

It is with more than usual satisfaction that your Directors present the Forty-second Annual Report on the transactions of the Company. The past year (1912) has been marked by continued and increasing prosperity, and the figures require no comment. The New Policies issued and paid for during the year numbered 16,567, assuring $30,814,409.64, an increase over the previous year of $4,377,628.45. The Assurances in force at the close of the year totalled $182,732,420.00, under 118,888 policies, an increase of $18,160,347.00. The Income for the year, including premiums, interest, etc., was $12,333,081.60, an increase of $1,775,746.08. The Interest earned has been equivalent to 6·02 per cent. on the mean invested assets.

The Death Claims paid were $1,761,536.22, under 1,115 policies. Payments of Matured Endowments, Annuities, Profits, etc., raised the total disbursements of the year to policyholders or their representatives to $4,732,463.29. The total of such disbursements since organization is $34,402,734.66. The Assets now amount to $49,605,616.49, the addition for the year having been $5,704,730.51. During the year the Company distributed $691,975.84 as profits to policyholders entitled to participate, and $37,500 as dividends to shareholders. In addition $614,008.09 was added to the undivided surplus.

The Liabilities have been calculated by the Company's own standard, which is much more stringent than the official basis prescribed by the Government. Of the total Life assurances, $144,093,476.00, or seventy-nine per cent., have been valued on a 3 per cent. basis, or, in other words, on the assumption that the Company will be able to earn interest of but 3 per cent. per annum during the future lifetime of the policies, and $38,638,944.00, or twenty-one per cent., on the basis of 3½ per cent. By this test the surplus over all liabilities and capital stock now amounts to $5,331,081,82; by the Government standard the surplus would have been $6,580,978.78.

It is interesting to note that since organization the Company has received in premiums $83,027,104.30. The payments made to policyholders during that period, together with the present accumulated Assets, total $84,008,351.15. The Company has, therefore, either paid

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* NOTE.—Annual Meeting, Montreal, 4 March, 1913. See also Historical Sketch, Supplement, 1910 volume.

to policyholders or holds for their future protection and benefit nearly a million dollars more than the total premiums received.

Your Directors may be pardoned if they refer to the fact that the Company now occupies the premier position among Canadian Life Assurance offices; and not only is the new business transacted much greater than that of any other Canadian company, but it is, we believe, greater also than that of any other Company incorporated in the British Empire which does not issue industrial policies.

Your Directors are pleased to announce that the plans for the new Head Office building on Dominion Square, Montreal, are practically complete. The work of clearing the site is nearly finished and construction operations will be commenced early in the current year. The Directors who retire at this time are:—Representatives of the Shareholders: Messrs. Robertson Macaulay, George E. Drummond, A. Kingman and J. McKergow; Representatives of the Policyholders: Messrs. W. M. Birks and C. R. Hosmer. All are eligible for re-election.

T. B. MACAULAY, *Managing-Director.* R. MACAULAY, *President.* S. H. EWING, *Vice-President.*

The re-election of all the retiring Directors was afterwards announced with the completed Board as follows and including Robertson Macaulay as President (24th year), S. H. Ewing, Vice-President, and T. B. Macaulay, F.S.S., Managing-Director: W. M. Birks, Hon. Raoul Dandurand, J. Redpath Dougall, George E. Drummond, H. Warren K. Hale, H. S. Holt, Charles R. Hosmer, Abner Kingman, T. B. Macaulay, John McKergow.

LIABILITIES OF THE COMPANY.

Reserves on Life Policies according to the British Offices Om. (5) Table with 3½ per cent. interest on all policies issued prior to December 31st, 1902, and 3 per cent. on all policies issued since that date		$36,276,201 11
Reserves on Annuities according to the B. O. Select Life Annuity Tables with 3½ per cent. interest		6,688,954 03
		$42,965,155 14
Less Reserves on policies reinsured		48,540 20
		$42,916,614 94
Death claims reported but not proved, or awaiting discharge		405,413 31
Reserve for unreported death claims		55,000 00
Annuity claims awaiting discharge		16,772 24
Matured endowments awaiting discharge		22,832 76
Present value of death claims payable by instalments		208,916 87
Dividends to policyholders declared, but not yet due, or awaiting discharge		114,857 41
Sinking Fund deposited for maturing debentures		8,431 68
Commissions, medical fees, taxes, etc., due or accrued		87,455 73
Premiums paid in advance		53,159 35
Shareholders' account, including dividends due 1st January, 1913		74,056 54
Sundry Liabilities		61,023 84
Total Liabilities		$44,024,534 67
Cash surplus to policyholders by the Company's standard, as above		5,581,081 82
Capital paid up	$250,000 00	
Net surplus over all liabilities and capital stock	5,331,081 82	
Over all liabilities except capital	$5,581,081 82	
		$49,605,616 49

The net surplus over all liabilities and capital stock according to the Dominion Government Standard is $6,580,978.78.

In addition to the above, the policyholders have the benefit of the security of the subscribed but uncalled capital amounting to $750,000.00.

ASSETS OF THE COMPANY, 1912.

Bonds—Government, Municipal, Railway, Gas, Electric and other bonds:		
Par Value	$33,917,705 43	
Ledger Value	28,909,167 23	
Market Value	29,572,084 44	
Carried out at Market Value		$29,572,084 44
Stocks—Preferred and Guaranteed Stocks:		
Par Value	$7,564,800 00	
Ledger Value	6,254,904 70	
Market Value	6,372,452 00	
Carried out at Market Value		6,372,452 00
Other Stocks:		
Par Value	$347,600 00	
Ledger Value	222,636 32	
Market Value	324,010 00	
Carried out at Market Value		324,010 00
Loans on Real Estate, first mortgage		2,141,721 83
Real Estate, including Company's buildings		1,240,488 14
Loans on Company's policies (fully covered by reserves on same)		5,655,721 53
Loans on bonds and stocks		1,967,013 03
Cash in banks and on hand		1,047,020 75
Outstanding premiums (less cost of collection)		611,113 02
Deferred premiums (less cost of collection) (These items are secured by reserves included in liabilities.)		273,587 32
Interest due and accrued (largely since paid)		392,893 18
Rents due and accrued		7,511 25
Net Assets		$49,605,616 49

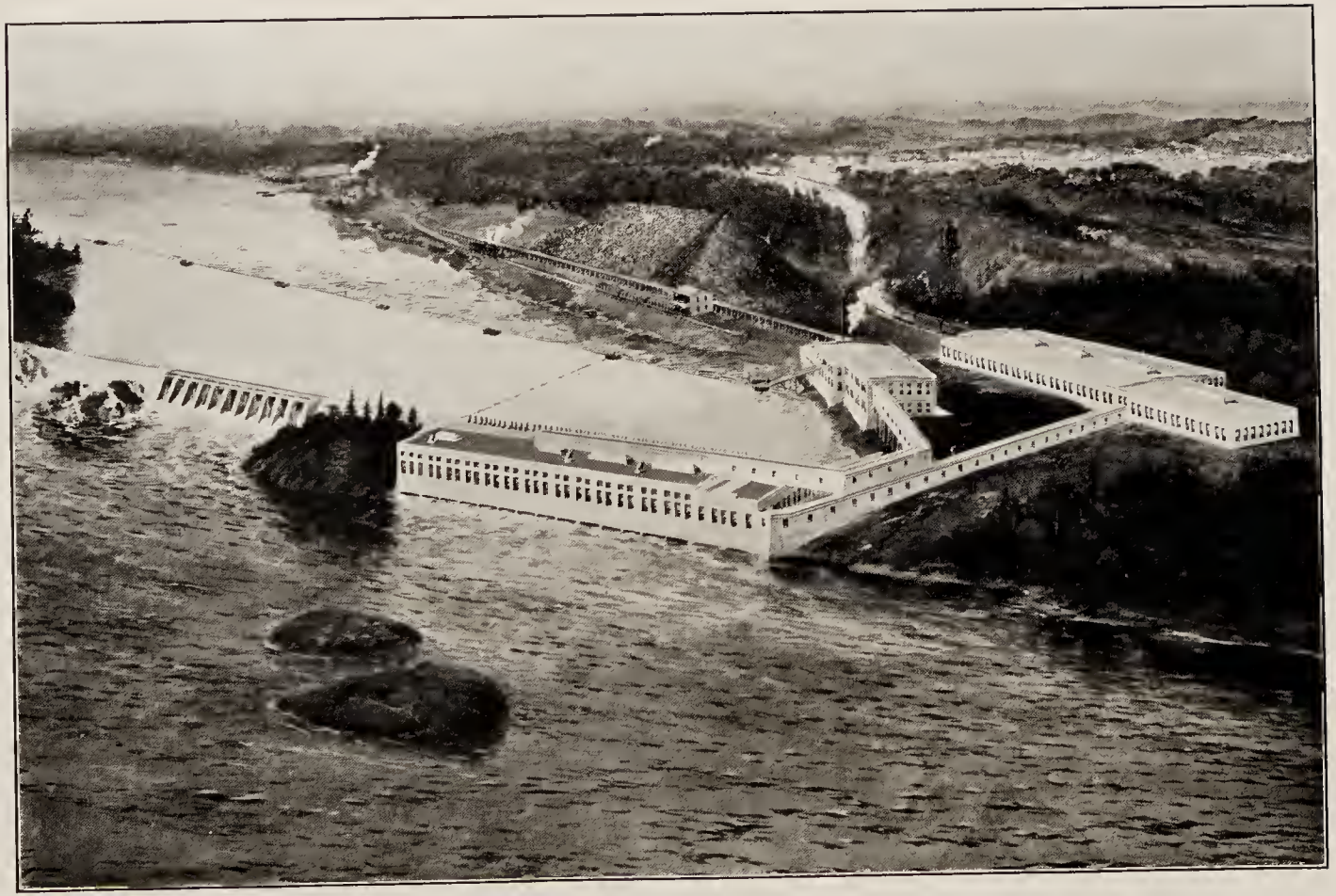
Statement of Accounts for 1912.

INCOME.

Life Premiums, new, including single premiums.	$1,509,047 55	
Renewal	6,184,594 33	
		$7,693,641 88
Thrift Premiums—Renewal		74,770 65
Annuities		2,008,722 32
Accident		26 68
		$9,777,161 53
Less paid for re-assurance		24,789 27
		$9,752,372 26
Interest		2,564,414 57
Rents, less taxes and repairs		13,558 55
Net profit on sale of securities		2,736 22
Total Income		$12,333,081 60

DISBURSEMENTS.

Death claims, including bonuses	$1,761,536 22	
Matured endowments, including bonuses	862,766 72	
Annuity payments	514,216 11	
Payments under guaranteed interest policies	3,893 67	
Cash profits paid policyholders	658,115 80	
Bonuses surrendered	13,065 83	
Surrender values	621,999 38	
Surrender values of matured deferred dividend policies	296,869 56	
		$4,732,463 29
Dividends on capital, January and July, 1912		37,500 00
Expense account		732,661 34
Commissions		1,157,674 14
Medical fees		89,110 02
Taxes, exclusive of those on real estate		88,231 08
Expenses, Thrift Department		9,519 48
Total Disbursements		$6,847,159 35
Excess of Income over Disbursements		5,485,922 25
		$12,333,081 60



Plant of the Abitibi Pulp & Paper Co., Ltd., in New Ontario.

NORTHERN ONTARIO: ITS WEALTH OF RESOURCES AND FUTURE GREATNESS*

An Address by

The Hon. William Howard Hearst, M.L.A.

Ontario Minister of Lands, Forests and Mines

The subject I have chosen for my remarks is perhaps not in line with those you generally have treated here, but I trust it will prove not uninteresting to you; because I believe the heritage we have in the Northern portion of this Province is of supreme importance, not only to the Province of Ontario, but to the Dominion of Canada, and to the whole British Empire of which we form an important part. Therefore I hope you will bear with me while I give you some statistics as to the magnitude of Northern Ontario, its area, its resources, and the possibilities of its future.

Let us look for a moment at the size of this Province of Ontario. Prior to the addition of the District of Patricia, Ontario contained 260,862 square miles. The District of Patricia contains 157,400 square miles, or over 60 per cent. of the former area of Ontario. This makes a total present area for the Province of 418,262 square miles—making it the largest Province in the whole Dominion except Quebec, with the Province of British Columbia coming third. Now in speaking of the country we call New or Northern Ontario, I wish to do so apart from, and outside of, the District of Patricia, although this District forms, I believe, an important portion of the Province and possesses possibilities of great importance. Yet for the present we have so many undeveloped minerals, timber and agricultural resources so much nearer, that it may be some time before we are called upon to develop those in the District of Patricia. So in the figures I shall give you, I do not propose to take much account of that region.

First, let us consider the area. We have in New Ontario, outside of the Great Lakes, 175,500 square miles, distributed as follows: west of Port Arthur, 41,500 square miles; east of Port Arthur and south of the Height of Land, 52,000 square miles; north of the Height of Land and east of Port Arthur, 82,000 square miles; making a total of 175,500 square miles. I divide it into these sections in order that you can get a better conception of the vastness of that great country.

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* Before the Canadian Club, Toronto, Nov. 18, 1912.

A good many people, particularly in Toronto, have the idea that Northern Ontario consists entirely of the Timiskaming region, and that when they have taken a trip up the line of the Timiskaming & Northern Ontario Railway to Cochrane and seen the section of country tributary to that Line, they have seen Northern Ontario; whereas, they might travel a thousand miles west of that Line and all the way through a country rich in natural resources awaiting development, and still be within the limits of Northern Ontario. We have some 140,000,000 acres in Ontario, outside of the Great Lakes. Of this the Province has surveyed 46,000,000 acres, leaving unsurveyed 94,000,000 acres. We have sold or alienated from the Crown only 24,000,000 acres, leaving 116,000,000 acres still in the Crown; and I understand from statistics compiled by the Department of Agriculture that we have under cultivation only 13,231,000 acres, or a little more than 10 per cent. of what still remains with the Crown in the right of the Province.

Now, what have we from an Agricultural standpoint in that North land? We have what is known as the Clay Belt, consisting of 20,000,000 acres; but that is not by any means all that we have from an agricultural standpoint. In the Districts of Nipissing, Sudbury, Manitoulin Island, Algoma, Thunder Bay, Rainy River and Kenora, we have millions of acres just as well adapted for Agriculture, just as fertile, as in the Clay Belt or anywhere else in Ontario—just as fertile, I believe, as can be found anywhere in the world to-day. In other words, we have lands in Northern Ontario, capable of profitable cultivation, two or three times as large in extent as those now under cultivation in the Province as a whole. That being so, let us look further at the agricultural production of the Province. The value of Canada's field crop in 1911 amounted to $565,711,600; the value of Ontario's field crop was in the same year $193,260,000, or considerably more than one-third of the whole Dominion. The reports for the same year also show us that the field crops of the Province of Ontario were nearly $13,000,000 greater in value than the field crops of Manitoba and Saskatchewan, the two largest producing Provinces of the West! When you stop to think of that, that the field crops of Ontario are more than twelve million dollars greater in value than the combined production of the two largest prairie Provinces, you wonder what will the result be when all the tens of millions of acres of Ontario's arable lands are brought under cultivation for the benefit of mankind and of the world at large?

I will speak for a moment of Ontario's Minerals. The production of Minerals in 1911 amounted to $41,432,898, an increase over 1904 of $29,860,251, or practically thirty million dollars. The silver production in 1911 amounted to $15,949,019, or practically sixteen million dollars. Cobalt to date has produced 125,571,980 ounces of silver, yielding the mine-owners, up to the end of 1911, $64,317,352. In 1911 the Cobalt mines paid in dividends $8,588,916. Up to the end of 1911 the total dividends paid by the Cobalt mines outside of the returns from privately-owned mines and those owned by close

corporations, amounted to $30,391,095. We have something to boast of in our Mineral output, particularly during the last six or seven years; and when I tell you that we have prospected over only a small portion of the Province yet, and that we have millions upon millions of acres that have yet to hear the sound of the prospector's pick; I think you will get some idea of the possibilities of the Province from a Mineral point of view in the days to come. We are proud of our Mineral production, placing Ontario as it does in the forefront of the mineral-producing countries of the world; one ounce in every seven of the silver that comes from the earth's crust comes from Cobalt.

And we have not only the silver camp at Cobalt, and a splendid gold camp at Porcupine; but besides these, there are deposits of gold or silver at Webbwood, Michipicoten, Port Arthur, Atikokan, Lake of the Woods, and in fact there are traces of these precious metals all the way from Quebec to Manitoba. How many of these deposits will become paying mines, no one can tell; but no one who has studied the geology of that country will say that there are not many deposits outside of the deposits at Cobalt and at Porcupine that look exceedingly promising. And just as the Timiskaming & Northern Ontario Railway opened up the Cobalt and Porcupine camps, and the Canadian Pacific opened up the Sudbury nickel deposits, so will additional Cobalts and Porcupines and Sudburys undoubtedly be opened up in that great North-land when other railroad lines and waggon roads are built there.

Speaking in connection with the Sudbury mines, it is a matter of satisfaction to think that 70 per cent. of the nickel of the world is produced in that camp. We are very proud of our position as a mineral-producing Province compared with other Provinces. Canada's total output in 1911 was $105,000,000, while the value of the minerals produced in Ontario in 1911 was $42,000,000, or 40 per cent. of the output of the Dominion. Omitting coal, of which none is produced by Ontario (except "white coal" of the Adam Beck type), Ontario produces more than one-half of the mineral product of the Dominion, and in mining metals 65 per cent.; and in 1912, so far, the mineral production has far exceeded that of 1911. Take it for the first nine months, the total production is approximately $25,000,000. The gold produced in the first nine months of 1912 is $1,117,335, much more than twice as much as was ever produced in 24 months in Ontario up to the present date. And our silver production for 1912, while slightly less in quantity than for the first nine months of 1911, exceeds it in value by $1,114,000; this being caused by the increase in the value of silver this year over the year before.

So much for our Mineral possibilities in Northern Ontario. Now let me speak for a moment of our Timber resources. No one can overestimate the importance of these resources in Ontario and of the Dominion; and not only in the matter of the Timber industry itself but in respect of its great impetus to almost every other industry and to the commerce of the country in general. Take the Timber in the Crown. Our estimates, which are not at all complete, and which I

am sure are far below the actual quantities, show that we have red and white pine on Crown lands amounting to 13,500,000,000 feet, worth at least $10 a thousand feet, or in all, $135,000,000. We have pine on licensed lands, that is, land upon which the Timber has been sold to timber licensees, but in respect of which the Government has an interest till the timber is cut, amounting to at least 7,000,000,000 feet, which will yield to the Crown a dollar and a half a thousand, or a total of $10,500,000. We have at least 300,000,000 cords of pulpwood, 22½ million feet of which is capable of being sawn into lumber and worth at least $225,000,000. So we have, on a conservative basis, an asset in our Timber alone, looking at it from the standpoint of revenue, of at least $370,500,000.

Look at what our Timber has done for us in the way of revenue-production from Confederation! Up to the end of October, 1910, this total revenue was $44,044,165.15; or an average revenue from our Timber-lands of over a million dollars a year. To understand and appreciate better the importance of the asset in our Province, I would call your attention to the fact that in 1911 the timber cut in Canada was valued at $77,503,167, of which Ontario's share was $30,011,009, or nearly one-half the whole. The forests product of the Dominion in 1910 were estimated at $166,000,000, or $22 for every inhabitant of the whole Dominion. These figures surely demand from us the greatest attention to this important asset. These figures require that great care and consideration should be exercised by the Government of the day to see that our Timber is preserved and conserved as far as practicable for the future; at the same time giving the best and widest returns which can be afforded at the present day for our industries as well as from the standpoint of revenue. Something has been done along that line. One of the most important steps that has been taken is the establishment of Forest Reserves for the purpose of preserving the timber for future use, and preventing its destruction by improper cutting, or fire, or otherwise. We are greatly increasing these areas from time to time by acquiring licenses from lumbermen granted years ago, and otherwise, and from time to time this policy of adding portions of forest to the Reserves will, I have no doubt, be further acted upon.

Of these Forest Reserves, we have at the present time one at Temagami containing 5,900 square miles, in which there stands about five billion feet of pine; one at Mississaga, comprising 3,000 square miles, containing three billion feet of pine; one at Nepigon of 7,300 square miles, containing ten to fifteen million cords of pulpwood; one at Sibley of 70 square miles, for the purpose of conserving the timber and preserving the beauty of the Cape; a small reserve called the Eastern Reserve, of 100 square miles, on which the pine is all cut away but where the new growth is being protected; the Reserve at Quetico, comprising 1,560 square miles, containing one and a half billion feet of red and white pine and two million cords of spruce; the Algonquin Park, comprising 2,066 square miles, and Rondeau Park, 8

square miles. Making in all in our Forest reserves and National parks a total area of 20,004 square miles; on which we think we have at least nine and a half billion feet of pine, fifteen million cords of pulpwood, and two million cords of spruce.

The conservation of our Forest assets on the best and most practicable basis consistent with our present needs and requirements, constitutes one of our serious problems of the present day. At the present time I have added to the staff of my Department an expert Forester. One of his duties will be to study this question from every standpoint and give advice on the matter from every aspect. You must remember that you cannot have settlement and at the same time preserve your forests; you can't get settlement and grow crops of vegetables, wheat, etc., on the same ground as trees. Where lands are opened for settlement, you must utliize the timber to the best advantage, for clearly a certain amount of the forest will have to be removed in order to make way for the settler and for civilization. One of the important problems, therefore, is how to utilize that forest in order to bring the best returns to the settler himself and to the Province of Ontario as a whole.

With that end in view we have recently arranged for the establishment of a large pulp and paper plant at Abitibi, and the securing of other plants elsewhere, and we will try to utilize these so that the settler will have a market for his timber, and so that the industries employed in the manufacture of this timber will help in the building up of the towns and villages and thus provide markets for the farmers' produce. On the last sale made by the Province of Ontario in the Jocko country, one of the conditions of sale was that the lumberman must take care of the limbs and debris, destroying them as far as possible, so as to prevent danger from fire. The Forester, Mr. Zavitz, is considering the question now as to how this can best be accomplished. Then there is a problem as to harvesting of the ripe timber without injury to the growing timber, for timber gets ripe just as grain or fruit or anything else does. We have, therefore, to face and consider in the development of our great North land the keeping of the rough lands which are unsuited for agriculture as Timber reserves, and the best method of harvesting the timber from these to the best advantage without injury to the growing crop of timber—so that an adequate supply may be maintained for the future.

That North country is a wonderful place in the matter of water transportation. The Transcontinental Railway, in its course, crosses nine large navigable rivers, having a total length of over 1,795 miles, besides other smaller streams. This means that pulpwood can be floated down these streams to mills, at or convenient to the crossing of the Railway, and can there be manufactured into either pulp, paper or other wood products. Now take a look at the importance of these splendid water-powers in Northern Ontario. Perhaps no other country in the world is so blessed with Hydro-electric power as we are in that great North land. One of the Engineers of my Department, Mr.

Rorke, estimates that within 100 miles, either way, from the National Transcontinental Railway and over the Height of Land there is a possible development of 2,000,000 horse-power. He has made a computation of the possibilities of this asset, and he says that power from coal costs $25 to $150 per horse-power, and estimating the power in the territory to which I have referred at $50 to $75 per annum, we have a potential asset in these rivers per annum of $100,000,000 to $150,000,000. Who can estimate the importance of the power I have just spoken of in the development of that North country?

Not only have we power upon the rivers I have referred to but hydraulic power is abundant everywhere in that North country from one end to the other. Take Rainy Lake, the Lake of the Woods and the rivers flowing out of them, and we have possibilities for power development almost rivalling Niagara itself. Who can estimate the part Hydro-electric power will play in the development of Ontario in the future? Much has been accomplished in the way of Hydro-electric development in the past five or ten years, but what will the next ten or fifteen years not show in this direction? It is no great stretch of imagination to think of the time when we shall not only see our pulp and paper mills run by electricity as they are to-day, our factories operated by electricity as they are to-day, our smelters and concentrators run by electricity as they are to-day, our streets and city homes lighted by electricity as they are to-day, but when we shall see electricity used to heat and light the settler's home, to cut the settler's trees, to saw the settler's lumber, to stump and plow the settler's land, to cut and thresh the settler's grain, to milk the settler's cows, to churn his butter and bake his bread. All these things and more will, I believe, be performed in the future by electricity, the great "white coal" that use does not exhaust.

I have only touched on that great North Land with its unlimited resources, but I have told you a little about its wealth in timber, about its agricultural possibilities, about its minerals and about its abundance of cheap power. What does it mean when all these materials and power are utilized? Does it not mean that the North is destined in the future to become one of the greatest manufacturing centres of the whole North American continent? When the resources of that country are developed, as they will be, undoubtedly, it will no longer be sparsely settled, but a hub of industry. The "backbone of Canada," as that section of country between North Bay and Winnipeg has been called, will no longer be a great barrier between the East and the West, but in railway tonnage, if not in population itself, it will outstrip both East and West, and thus help to bind the great East with the greater West.

Some progress has already been made towards the development of that country and its resources. Look at the many industries already established in Northern Ontario. There are pulp and paper mills now at the Sault, at Espanola and Sturgeon Falls; one nearly completed at Dryden, one under construction at Fort Frances, and arrangements are completed for one at Iroquois Falls. There are

smelters, concentrators, mills and mining plants of different kinds at Port Arthur, the Sault, Sudbury, Coniston, Cobalt, Porcupine and Midland. Consider the benefits of these plants at the Sault and Sudbury, for instance, to the Province as a whole. Take the Lake Superior Corporation, one of the heads of which I am pleased to see sitting beside me. With its pulp, paper and steel industries, to-day it is employing an army of ten thousand men, paying in wages more than $6,000,000 a year. The Sudbury mines and mining plants employ thousands, and their pay-rolls run into the millions. What does that mean not only to the Sault and Sudbury but to the whole Province of Ontario? It surely means that the Province at large must be benefitted by these industries. In other words, it means a splendid consuming market for the farmer and manufacturer alike and the building up of the whole agricultural life of this country. What is true of the plants at Sudbury and Sault Ste. Marie is true in a greater or less extent of the plants at Espanola and Sturgeon Falls, Dryden and elsewhere, and will be true of other plants now under construction.

Let us now consider what has been done and what is now doing in the matter of railroad construction in that country. The only railway we had there until recently was the Canadian Pacific, and when it was built the resources of the North country were not thonght of. What the Canadian Pacific was seeking for was the location of a through line of railway from East to West, in the place where construction was easiest and cheapest, without regard to the development of the country through which it passed. This Line consequently follows for a considerable distance the Height of Land between Lakes Huron and Superior and Hudson's Bay, the most barren country in that whole region. What timber there was in that territory was burnt off long ago, and except for such minerals as may be found that part of the North is totally unproductive. But only a few miles to the south are the fertile and well-timbered valleys of splendid rivers flowing into Lake Superior; while thirty or forty miles to the north is the Clay Belt, watered by other splendid streams flowing into Hudson's Bay. Now we are getting additional railways to develop these lands and open them up. Besides the Timiskaming & Northern Ontario Railway, which runs through that country 253 miles from North Bay to Cochrane, there are the Canadian Pacific, just spoken of, running for 1,000 miles through Northern Ontario; the National Transcontinental, for 761 miles through the Clay Belt; the Canadian Northern, which will run 1,043 miles and which traverses the Southerly portion of the Clay Belt; the Algoma Central, from the Sault to the Transcontinental, 300 miles; the Michipicoten Branch, 36 miles and the Algoma Eastern, from Little Current to Sudbury, 60 miles; making a total of 3,453 miles constructed and under construction. Who can estimate the great impetus all these lines will give to the development of that country when the roads are all in operation and directly interested in the building up of the districts through which they run?

Already we have done much in the settlement of the country. Five years ago there were, I am told, not more than five thousand people in Timiskaming; to-day there are 70,000 to 80,000. Many of these no doubt are engaged in mining, but during the present year four Crown Land Agencies in the Timiskaming region, at Cochrane, New Liskeard, Matheson and Englehart, have sold 212,000 acres of land, settling upon them 1,372 persons. Think what may be the possibilities in the future of that country when the varied agencies I have referred to are at work in different ways and all vitally interested in helping to develop and bring that land to the position Providence intended it should occupy!

As to the fertility and productiveness of the agricultural sections of Northern Ontario no one here, I think, has any doubt whatever. Some of you have seen the magnificent specimens in the Sample Car that has been travelling about through the country. All of you have heard statements made from time to time on this subject by responsible men who have personally investigated the facts, and you have seen a little in visits you have made yourselves, and its productiveness is beyond all question or doubt. Permit me to refer you on this subject to Mr. J. F. Whitson, who has been placed in charge of the opening up of roads through the North; and as he is not a politician he will not exaggerate! He will tell you he can pick out county after county as large as any in Old Ontario and without practically an acre of waste land in them. Cochrane lies south of Winnipeg, and much of what we call Northern Ontario lies south of the International boundary. Mr. Whitson can tell you of the beautiful weather they are having in the country around Cochrane now (November). When coming down he found snow and cold only when he came to North Bay. He knew nothing of it in the North where they were enjoying summer weather in "the great banana belt." That country is capable of producing all kinds of vegetables and grain crops of all kinds. It is a land of wonderful richness. Clover grows luxuriantly, and the growing and marketing of clover and of timothy seed is fast becoming a great industry. The North will soon be the great source of supply of seeds of almost all kinds. As a fodder country it is unsurpassed, and it possesses everything to make it an ideal stock-raising country. But spring and fall wheat, oats, barley and cereals of all kinds too are being largely cultivated. Oats falling from a horse's feed-box this year grew to a height of 6 feet 3 inches with well-filled heads; while potato peelings planted in July, developed into splendid tubers before the end of September. In Algoma there are as fine and as well-developed farms as in the County of York, producing crops of all kinds. St. Joseph's Island is peculiarly adapted for fruit raising and dairying. Strawberries grown in Algoma netted 10 cents per box to the producer in Winnipeg.

The Toronto Board of Trade, which has always taken a great interest in the North country, prepared a splendid Report on it not long ago, in which their Statistician says that the purchasing power of the territory from North Bay to Cochrane amounts to $45,599,-

320 a year. So it is something to the manufacturers and the merchants of Toronto to help open up and develop that country. Now, in conclusion, let me say that the Dominion of Canada has splendid assets from the Atlantic to the Pacific. Providence has rarely blessed any people with such opportunities and such resources as we possess. Nova Scotia and New Brunswick have their splendid orchards, their timber, their fisheries, their coal and their iron. Quebec has her mighty St. Lawrence with her ever-expanding commerce and her agriculture. British Columbia has her fisheries, her fruit, her minerals, her scenery and her timber. Alberta has her flocks and herds, her gas and coal. Saskatchewan and Manitoba have their millions of bushels of golden grain.

But the old Banner Province of Ontario is the flower and the best of them all. Splendidly located among the Provinces of the Dominion, and combining in full measure the resources of them all, except coal, and that is compensated for by the abundance of hydraulic power I have spoken of; she has for her greatest asset a well-nurtured, well-educated, God-fearing people, I believe unsurpassed in any country on God's green earth. The Province of Ontario, however, must not only be the keystone of Confederation geographically and commercially, but intellectually as well. Look upon our assets! We have illimitable waterways to purify our physical life, to float 10,000 ships and to make us commercially great as the freedom of the seas made Great Britain great. We have electricity to light and heat our homes, to furnish transportation and turn the wheels of commerce. We have a priceless asset of scenery and the recreation grounds of the world; an invigorating climate and a clear blue sky to breed men of dominance and of power; as a foundation of population we have the best blood of the Anglo-Saxon and allied races. But these splendid assets, and our unique situation bring both opportunity and responsibility; and to the citizens of Ontario is given a great duty, a splendid opportunity to work together for the development of the great resources to which I have referred, and make this Banner Province a vital force in cementing the East and West of the Dominion, so that in the years to come we will know neither East or West nor North or South, but a united Canada pulsating with intellectual and commercial vigour and force from the Atlantic to the Pacific; making our blest Land of the Maple not only a source of strength but a dominating influence in that Empire that encircles the globe.

WINNIPEG

THE GATEWAY OF THE CANADIAN WEST

Winnipeg has been the pioneer centre of Canada's Western Provinces, the pivot of early Western history and later Western development; it has become the greatest grain market on the continent, the chief distributing, industrial, and financial city of the Canadian West. Practically, this progress has been a matter of 40 years' evolution, in its greatest proportions, a matter of ten years' growth; technically, the founding of the City lies far back in the stormy days of the Selkirk Settlement. Even beyond that period of struggle between the fur-trading Masters of the North lay the time when La Verendrye in 1736 established a French post at this meeting-place of the waters and called it Fort Rouge; thereafter for many years it was known as "The Forks" until in 1803 Alexander Henry established Fort Gibraltar for the North-West Company.

It was in 1812, however, that the Earl of Selkirk, a vigorous, ambitious, and courageous Scotch nobleman, established in the Red River Valley his colony of 270 people. Founded at the junction of the Red and Assiniboine Rivers and at the portals of a vast, unknown wilderness, Fort Douglas was the first and natural name of the Settlement. In 1817 it was called Kildonan after the home parish of the settlers and in 1821 Fort Garry was built by the Hudson's Bay Company as a trading post and settlers' depot, and afterwards re-constructed in 1853. These names appear to have been variously used to describe the settlement through its many mutations of fortune until, in 1860, the first house on the prairie north of the Fort was erected and the hamlet growing around it was named Winnipeg—the word meaning, in the Cree dialect, "murky water," and having been applied primarily to the Lake a number of miles north of the village.

The geographical situation of the future city was from the first excellent. In early days the site commanded wide areas of land and water suited for the fur-hunting and trading of the period; it was about 40 miles south of Lake Winnipeg and only 66 miles north of the boundary line between the United States and British territories; it lay on the eastern edge of the rich agricultural and grazing country which ran from the line of the Red River west for a thousand miles to the Rocky Mountains; it had to the east the mining and timber districts of the Lake of the Woods and the immense hunting and fishing areas between the Great Lakes and the fringe of the Prairies; it had to the

The Projected Parliament Buildings of Manitoba—Construction Commenced in 1912.

immediate north and north-west mineral deposits, timber areas and the fishery resources of Lakes Winnipeg, Manitoba and Winnipegosis; it possessed to the further north unlimited and still unmeasured riches of soil and water reaching to and around the shores of Hudson's Bay. Through the centre of the future capital lay the Portage Avenue which, in its splendid modern buildings and wide thoroughfare, forms part of what was once the trail of the Plain Hunters stretching in an unbroken line westward to the mighty ranges of the Pacific coast.

Through many historic vicissitudes the settlement passed until in 1869-70 it was the centre of the first Riel rebellion. Discoverers and explorers and wanderers, coureurs-de-bois and missionaries, hunters and trappers and soldiers, Indian warriors and medicine men, pioneer priests and clergy, Hudson's Bay factors and officials and men, and all the romantic, moving, panoramic life of the Plains had come and gone. They were now to be replaced by the King's Government, by politicians and Commissioners, by the men of modern commerce and finance, by builders, and workmen, and speculators. Up to this time the village had nestled at the foot of Fort Garry and was, indeed, often known by that name. It had been, in the main, a post of the Hudson's Bay Company and as such bore an important part in the administrative record of an organization which at one time or another extended its sway to the Arctic waters in the north, swept over the prairies and mountains to the Pacific, ran its authority to the far land of the Yukon and its sway into the southern regions now known as Washington and Oregon. Occasionally the Company's rule was aided by the British authority which lay behind the grants and charters of Charles the Second. In 1846 Colonel J. F. Crofton with 383 troops was sent out for this purpose and remained two years; in 1867, 100 men of the Royal Canadian Regiment were sent *via* York Factory and Hudson's Bay; and in 1869-70 Colonel Wolseley led his expedition from Ontario and Quebec and restored peace to the disintegrated settlement which Riel had tried to rule.

This was the modern and practical foundations of Winnipeg. The village, in 1870, consisted of about 30 log-houses with a population in the neighbourhood of 150 persons; in 1874 when it was incorporated the population was over 1,800. In these years and up to 1879, when its people numbered 8,000, the progress was slow. Transportation obstacles were very great and the isolation from the life of Canada, as a whole, was very marked. Supplies had to be brought through the United States and down the Red River in steamboats, while high prices for necessary articles of food, together with the cost of removing from the East, were obvious checks upon expansion. Westward the prairie remained almost unknown and unbroken. With the opening of Railway communication between Winnipeg and the international boundary in 1879, however, came a change; while the ensuing construction of the Canadian Pacific Railway and its final completion to the Coast in 1886 turned the situation into one of larger growth. The figures of population and assessment in these years were as follows:

Year.	Assessment.	Population.	Year.	Assessment.	Population.
1874.....	$2,676,018	1,869	1883.....	$32,883,200	16,000
1875.....	2,635,805	2,961	1884.....	27,444,700	16,694
1876.....	9,031,685	3,000	1885.....	19,711,605	19,574
1877.....	3,097,824	2,722	1886.....	19,286,905	19,525
1878.....	3,216,980	3,180	1887.....	19,392,410	21,257
1879.....	3,415,065	4,113	1888.....	19,523,890	22,098
1880.....	4,008,460	6,178	1889.....	18,608,120	21,328
1881.....	9,156,085	6,245	1890.....	18,612,410	23,000
1882.....	30,303,270	13,000	1891.....	19,944,270	24,086
		1892.....	$20,328,100	29,182	

During this period occurred the "boom" of 1880-82 when prices and values were forced up to absurd heights and, in their inevitable collapse, wrecked many homes, and fortunes, and financial interests. Money had, however, poured into the City, buildings of handsome and durable character had sprung up in every direction, streets had stretched out into the prairie and spacious business blocks been constructed with wonderful rapidity; three years of excitement and activity had turned the small, unimportant, and obscure town into a widely-known city. The reaction which followed lasted some years with the natural results of depression and dulness which, fortunately, proved to be only a marking of time prior to one of the most remarkable developments in the history of the continent.

Following 1886 the settlement, the prosperity, the progress of the country around Winnipeg and of the vast prairie region stretching north, south and west in hundreds of millions of fertile acres, began to be felt in the growth of the City. From 1871, when the Province of Manitoba was formed and became a part of the Dominion of Canada, Winnipeg had been its capital, the seat of its Government, and the home of the Provincial Legislature; it was now to become a commercial and industrial metropolis, the centre of development over an immense area of productive soil, the focussing-point of a net-work of railways crossing the continent and grid-ironing the West in every direction. Back of the City in the spectacular progress of 1900-1912 there lay more than the slowly-developing resources of a small Province—there were the awakening activities of all the area up to the Rocky Mountains. Even in 1912, at the end of the period, and despite the growth of other important centres, this vast country still contributes and must always contribute, in varying degree, to the expansion and riches of Winnipeg.

The territory which formed after 1905 the three Prairie Provinces of Manitoba, Saskatchewan and Alberta is larger by five times than the United Kingdom and three times the size of the German Empire; it contains 464,000,000 acres of land of which 260,000,000 acres are still unexplored in 1912; its surveyed agricultural lands, constituting the world's greatest wheat-farm, comprise 149,000,000 acres of which only 16 million acres are as yet under cultivation. As population poured into this region and the almost stationary numbers of 73,000 in 1871, 118,000 in 1881 and 251,000 in 1891 jumped up to 419,000 in 1901 and to 1,322,000 in 1911; as the country became known in Great Britain and Europe and commenced to attract capital as well as settlers; as the production of wheat of the three Provinces grew

from 31,486,012 bushels in 1898 to 96,863,687 bushels in 1908 and 177,109,000 bushels in 1911; Winnipeg became more and more a pivotal point in development, distribution and transportation.

The share of Manitoba in this progress, despite its comparatively small area of 73,000 square miles, or an acreage of 41,169,098 was, of course, considerable. In 1911 through Dominion legislation, and by Royal Proclamation of May 15, 1912, its area was increased to 250,000 square miles, and the Province carried up to Hudson's Bay and endowed with 500 miles of shore-line and an ocean port. In the main Manitoba's contribution to the prosperity of Winnipeg has been agricultural—the bulk of the population outside of that city being, until very lately, tillers and producers of the soil. The number of horses in the Province was 86,735 in 1891 and 232,725 in 1911; the milch cows numbered, respectively, 82,710 and 146,841; the other horned cattle were, respectively, 147,984 and 397,261; the number of sheep totalled 35,838 in 1891 and decreased to 32,223 in 1911; the hogs numbered 54,177 and 176,212 in the respective years. The raising of this stock was not a popular pursuit of the farmers, however, owing to the rich soil and the ease with which grain and other crops could be grown. In 1911 the value of wheat, oats, barley and flax marketed was $75,384,274; of cattle, sheep and hogs, $7,825,797; of potatoes, hay and roots, $15,694,000; of poultry and dairy products $2,715,000. The money spent on farm buildings was $3,500,000. The following table indicates five years' growth in a Manitoba production of grain, which, in 1900, included 13,025,252 bushels of wheat, 8,814,312 bushels of oats and 2,939,477 bushels of barley and in 1911 totalled 156,000,000 bushels in the three products:

	Wheat. (Bushels).				Oats. (Bushels).	
Year.	Acreage.	Average Yield.	Total Product	Acreage.	Average Yield.	Total Yield
1907....	2,789,553	14·22	39,688,266	1,213,596	34·8	42,140,744
1908....	2,850,640	17·23	49,252,539	1,216,632	36·8	44,686,043
1909....	2,642,111	17·33	45,774,707	1,373,683	37·1	50,983,056
1910....	2,962,187	13·47	39,916,391	1,486,436	28·7	42,647,766
1911....	3,339,072	18·29	61,058,786	1,628,562	45·3	73,786,683
1912....	2,823,362	20·7	58,433,579	1,939,982	46·0	87,190,677
	Barley.			Flax.		
1907....	649,570	25·7	16,752,724	25,915	12·25	317,347
1908....	658,441	27·54	18,135,757	50,187	11·18	502,206
1909....	601,008	27·31	16,416,634	20,635	12·26	253,636
1910....	624,644	20·75	12,960,038	41,002	9·97	410,928
1911....	759,977	31·5	21,000,000	85,836	14·00	1,205,727
1912....	962,928	31·5	33,795,191	196,315	13·6	2,671,729

These facts are essential to any study of Winnipeg's position. It has become a great city with a surrounding agricultural production, in Manitoba alone, valued at $101,000,000 in 1911 and yet this touches only one-fifth of the known productive area of the Province—without any estimate of the millions of acres of cultivable land, the lumber, minerals, and fisheries, lying in the new territories recently added. It has become the chief city of the three Western Provinces which, in 1912, produced $209,000,000 worth of grain from one-eighth of a land area totalling 471,243,338 acres. In this region Senator McCum-

ber in the United States Congress on June 14, 1911, estimated a total future product of 4,260 million bushels while Mr. Harcourt, Deputy Minister of Agriculture in Alberta, had told the British Association in 1909 that the available area might produce 5,000 million bushels! Obviously, therefore, the progress of Winnipeg in the past warrants in this connection, alone, great optimism as to the future. So far as agriculture is concerned, Winnipeg also stands to gain by steadily improved methods of farming; by the instructions and work of the Manitoba Agricultural College, founded in 1906, with its new building at St. Vital nearing completion in 1912 at a cost of $5,000,000; by a growing comprehension of the value of intensive farming and the necessity of raising stock as well as grain; by the increasingly important opportunities for market gardening in the vicinity of the city; by a progressive movement started in 1912 by the Winnipeg Industrial Bureau, with representation from each municipality in the Province, known as the "Million-for-Manitoba" League; and by the Provincial and Dominion Governments in advertising the opportunities available to the agriculturist in grain growing, mixed and intensive farming.

Another vital factor in the City's growth has been the evolution of transportation facilities. In 1879 the first Railway to enter the Province ran from St. Paul, Minn., to what was then the village of St. Boniface and was connected by ferry across the Red River with Winnipeg. On July 1st, 1886, the first through train from Montreal to Vancouver on the Canadian Pacific passed through the Capital of Manitoba. During the next 20 years and, especially from 1900 up to the present time, all roads seemed to lead to Winnipeg and nearly all the railways of the West had to find a place in the net-work of lines radiating from that centre. It stood almost at the heart of the continent and, as the years moved on, the Northern Pacific, the Canadian Pacific, the Canadian Northern, the Grand Trunk Pacific and the Great Northern, from time to time passed into the transportation activities of Winnipeg and thence stretched to the Great Lakes and the St. Lawrence on the East, to the emigrating and exporting interests of the Republic on the South, to the great wheatfields of the West, and to the wide trading possibilities of the more distant Pacific —through the rapid construction of the Hudson's Bay Railway reaching in 1912 up to the far North and thence across the Atlantic by projected water shipment to Great Britain.

The Railway yards of the Canadian Pacific at Winnipeg became famous as being the largest owned by any single corporation in the world, having accommodation on 135 miles of sidings for more than 12,000 cars and employing about 4,000 men; the C.P.R. Hotel—the Royal Alexandra—was added to the string of palatial hostelries built by this Company across Canada while the Grand Trunk Pacific, in 1912, is constructing an equally elaborate building; the latter Railway and the Canadian Northern have combined in the erection of a handsome Union Station and both Companies have constructed large railway shops and yards employing thousands of men. In 1911 the

Great Northern formally established itself in Winnipeg. It was in 1895 that Mackenzie and Mann of the Canadian Northern had entered upon their Western career of Railway construction but it was not till three years later that the Northern Pacific interests (350 miles) in Manitoba were acquired together with valuable terminal privileges and industrial tracks in Winnipeg and a direct connection between the Provincial capital and United States railways to the south. Many extensions and branches followed until, in 1911, there were over 3,000 miles of this Line in the West alone and hundreds more under construction.

Thus it was that from 1886 when Western railway building had showed its first results in the completion of the C.P.R. and 1888 when that Company's so-called monopoly clause was abrogated there had been a slow but steady growth in construction with branch lines gradually spreading out over the country. Then, as it was found that settlement and production followed construction, operations became more rapid with other Railways competing and by 1907 there were 6,421 miles of railway in the three Western Provinces—of which nearly a half were in Manitoba. By 1911 this mileage had increased to 10,081, of which 3,466 miles were in Manitoba. The total liability of the latter Province in this connection was (1911) $20,899,660 in the form of guarantees for bonds secured by mortgage upon the Canadian Northern lines. Such a net-work of transportation facilities in the West meant much during its construction for Winnipeg; the continued expenditure of many millions a year for some time to come means still more; the result of all these lines in full operation, with enormously increased local production and traffic, with interchange between the Orient and Great Britain and all Canada *via* the Panama route to Europe will, obviously and greatly, exceed any temporary good received from initiatory construction, expenditures or prosperity.

In its system of water transport Winnipeg has been fortunate. Within the borders of Manitoba and about 40 miles from the capital is Lake Winnipeg, a fresh-water sea 300 miles long and 100 miles wide and 2,000 square miles larger than Lake Ontario. Lake Manitoba is another large body of water, and scattered throughout the Province are many more. The Red River of the north has a winding course through the country and is joined at the spot where Winnipeg has been built by the Assiniboine. The Winnipeg River is of much importance because of its water power, and by means of these waterways Manitoba may eventually have water transportation to the salt seas—north by way of the Red River, Lake Winnipeg and the Nelson to Hudson's Bay, or east by the way of rivers, lakes and canals, to the Great Lakes, only 500 miles away. West, there are waterways—principally the Saskatchewan River—which lead to the Rocky Mountains, and it is one of the dreams of Western empire that a great water transportation route may be constructed from the foot of the mountains to Winnipeg, to the Great Lakes, and thence to the Atlantic. The first link in this mighty chain of rivers, lakes and canals was completed by the Dominion Government when the St. Andrew's Locks were

opened (1910) on the Red River 18 miles from Winnipeg, and placed the City in direct water communication, for craft of considerable size, with Lake Winnipeg and the stores of raw material along its shores or upon the islands of the Lake. The Red River in ordinary seasons has usually been navigable for large craft from this Lake to the International frontier, while the Assiniboine, connecting Winnipeg with the great coal fields along the Saskatchewan, has been navigable at times, and may easily be so again, for 500 miles along its course.

In this connection local transportation facilities have been important and constitute in 1912, and in various ways, an issue of wide public interest. The Winnipeg Street Railway was opened in 1882, and was first run by horse cars. In 1890 it was operated by electricity under the control of the North West Electric Light Company. In 1900 this concern and the Manitoba Electric and Gas Light Co. were consolidated as the Winnipeg Electric Street Railway Co., and in 1904 amalgamation took place with the Winnipeg General Power Company. From then until 1910 the united corporation controlled all the street railway, gas, and electric power business of the City with (in 1912) 75 miles of street railway lines and large Power works at Lac du Bonnet, which had been completed in 1907. Largely under the control of Sir William Mackenzie, this Company showed during the years 1900-1911 an increase in the total cost of property from $2,009,788 to $16,312,465, in gross earnings from $280,132 to $3,828,749, and in net earnings from $109,537 to $1,928,782. In 1900 the passengers numbered three and a half millions, in 1908 22,019,507 and in 1911 40,281,245.

Meanwhile, however, the City was seeking lower rates and becoming favourable to municipal ownership principles, which were already applied, including control and operation, to waterworks, stone quarries, a fire alarm system, the asphalt plant, and a high pressure system for better protection from fire. In 1906 the citizens approved the borrowing of $3,250,000 to be expended in acquiring the site and constructing the necessary plant and works for bringing electric power and light into the City from Point du Bois, 77 miles away, on the Winnipeg River. In 1912 the plant was in full operation with a claimed reduction of 70 per cent. in the cost of supply to the people, with a total expenditure of nearly $5,000,000, an eventual development up to 60,000 horsepower and a possible development to 100,000 horsepower.

During this period the financial interests of Winnipeg had expanded in harmony with its general development. In its earlier days the settlers and people of the future city had to depend upon the Hudson's Bay Company in all monetary transactions and a 60-day Bill of Exchange on London was the only means of sending money out of the country. In 1871 the Dominion Government established a Money Order Office and a Government Savings Bank while in December, 1872, the Merchants Bank of Canada opened at Winnipeg the first branch of a Canadian Bank in the West. From that time onwards these institutions became a power in the whole

Western country with Winnipeg, for many years, as the chief banking centre. In 1905 the Northern Bank was organized at Winnipeg with Sir D. H. McMillan, Lieut.-Governor, as President, a number of local capitalists as Directors, and J. W. de Courcy O'Grady as General Manager. Three years later the Crown Bank of Canada, with headquarters in Toronto, was acquired and the re-organized institution with a paid-up capital of $2,200,619 and a Reserve of $225,000 was styled the Northern-Crown Bank. By 1900 there were 131 Branches of Canadian Banks scattered through Manitoba and the Territories; in 1905 there were 171 such branches; and on December 31, 1912, there were 831 branches in the Prairie Provinces. Manitoba had 90 of these Branches in 1905 and 204 in 1912. The statistics of the Banks having branches in Winnipeg—usually a number of branches for each institution—were as follows on September 30, 1912:

Name of Bank.	Opened in Winnipeg.	Capital Stock Subscribed.	Capital Paid-Up.	Reserve Fund.
Merchants Bank of Canada	1873	$6,747,680	$6,747,680	$6,410,760
Bank of Montreal	1876	16,000,000	16,000,000	16,000,000
Imperial Bank of Canada	1881	6,753,000	6,602,130	6,602,130
Bank of Ottawa	1882	3,857,800	3,825,480	4,595,039
Union Bank of Canada	1882	8,000,000	5,000,000	3,300,000
Bank of British North America	1886	4,866,666	4,866,666	2,774,000
Molsons Bank	1891	4,000,000	4,000,000	4,700,000
Bank of Hochelaga	1892	3,000,000	3,000,000	3,000,000
Canadian Bank of Commerce	1893	15,000,000	15,000,000	12,500,000
Bank of Hamilton	1896	3,000,000	3,000,000	3,500,000
Dominion Bank	1897	5,000,000	5,000,000	6,000,000
Bank of Nova Scotia	1899	5,000,000	4,642,450	8,399,430
Bank of Toronto	1905	$5,000,000	$5,000,000	$6,000,000
Traders Bank of Canada	1905	4,367,500	4,354,500	2,300,000
Northern Crown Bank	1905	2,862,400	2,706,519	300,000
Royal Bank of Canada	1906	11,560,000	11,560,000	13,170,219
Home Bank of Canada	1906	1,370,000	1,286,050	175,000
Sterling Bank of Canada	1909	991,900	991,900	300,000
Quebec Bank	1910	2,500,000	2,500,000	1,250,000
Standard Bank of Canada	1910	2,000,000	2,000,000	2,500,000

These figures indicate the importance to Winnipeg and the West of the immense reserve fund upon which they could draw at certain seasons through the circulation of $100,000,000 of Bank notes and by the use, in some measure, of 1,000 millions of Eastern deposits. Of course, this was not always available when locally or individually wanted, but the elasticity of the Canadian system did help greatly in the movement of crops during many years and in the evolution of youthful industries and local projects in a multitude of new and scattered communities, in agricultural improvement over a far-flung area, and in the civic growth of many rising towns. This may be said without touching more than the fringe of the present-day question as to whether the Banks are doing all that they should in these later times of almost unlimited demand and phenomenal development. The coming of the Banks—especially after 1900—certainly gave to Western progress a solid and permanent character and brought it into touch with Eastern and British money centres.

A number of English and Canadian Loan and Investment Companies, representing an enormous aggregate of capital, also came into these Provinces with a majority centering in Winnipeg. Besides the 42 Bank Branches established in the city (1912) and the 162 others placed throughout Manitoba these Loan Companies have had an important part in recent development and, in particular, have lent large sums to farmers for improvement purposes. In the latter policy they have been freely supported by Eastern Life and Fire Insurance Companies with a Western total for all these interests of $200,000,000. As production and immigration increased in the West money poured in from other sources and the estimated total brought by immigrants in 1905-10 was $326,000,000 while many other millions came from Great Britain through the Banks or by individual investment. Under such conditions a great growth of Banking facilities and operations in Winnipeg was inevitable but that the city should in a few years become third amongst Canadian centres in its Bank clearings and in the latter part of 1912 reach the second place—with a greater proportionate increase per annum than that of any city on the Continent—was probably not even hoped for when its Clearing House was first established in 1893 following those of Halifax, Montreal, Hamilton and Toronto. The statistics of this development in Winnipeg during its most striking period were as follows:

Year.	Bank Clearings.	Year.	Bank Clearings.	Year.	Bank Clearings.
1898.....	$90,664,325	1903.....	$246,108,006	1908.....	$614,111,801
1899.....	107,786,814	1904.....	294,601,437	1909.....	770,649,322
1900.....	106,956,792	1905.....	369,868,179	1910.....	953,415,287
1901.....	134,199,483	1906.....	504,585,914	1911.....	1,172,762,142
1902.....	188,370,033	1907.....	599,667,576	1912.....	1,537,817,524

Out of this growth in Western agriculture, transportation, and investment came, quite naturally, the establishment of Winnipeg as a great jobbing and shipping centre. For years after the construction of the C.P.R. the wholesale trade of Manitoba and the Territories centred in Winnipeg and even after other Railways had come and other cities risen to prosperity and influence the geographical location of this place remained a powerful factor in its favour. Lying at the entrance to the great prairie region so far as the East was concerned, placed nearest to the storage and shipping cities at the head of Lake Superior, contiguous to the populous area in the United States which centred in Minneapolis and St. Paul, Winnipeg was the inevitable source of distribution and supply to a large part of Western Canada—a position which competitive and rival successes of a later date might alter in detail and application without effect in its net result. The construction of new railways and the supplies for thousands of labourers, the meeting of necessities for pioneer life on the farm and the ranch, and in stock-breeding, mining, lumbering and fishing, the building of houses from the home of the Provincial Parliament to the homes of the incoming workmen, helped greatly in this development.

As time went on the growth of the country produced new and innumerable requirements from villages which blossomed out on the

prairie in a night and became cities in a year; immigrants poured in and demanded supplies for a million new people in ten years; shipments had to be made from point to point and, perhaps, for a thousand miles in one direction; settlements had to be provided with new pavements and sewers and gas or electric light appliances; the demand for Eastern manufactures and especially implements grew with tremendous rapidity. Division of trade and traffic with other cities came in due course but the net volume of business went on increasing until the annual turnover of the wholesale houses (1912) exceeded $140,000,000 and the wheat and other grains, cattle, furs, sheep, wool, hogs, horses, oatmeal, flour, hides and other Western products were pouring through this gateway to the Great Lakes as through a funnel.

The chief and most spectacular element in this particular growth was the passing of Minneapolis and other famous United States cities and the crowning of Winnipeg as the greatest grain centre of the American continent. This occurred in 1909 when the figures were reported by President George Fisher of the local Grain Exchange as showing 88,269,330 bushels of wheat handled in Winnipeg, compared with 81,111,410 bushels in Minneapolis, 61,084,797 bushels in Buffalo, 56,084,971 bushels in Duluth, 35,354,000 bushels in Kansas City, 30,081,779 bushels in Montreal, 26,985,112 bushels in Chicago and 23,304,300 bushels in New York. Chicago was first in oats with Winnipeg a good second. In 1911 the wheat receipts of the Canadian City totalled 101,326,250 bushels as compared with 96,647,850 bushels at Minneapolis and 42,629,751 bushels at Chicago. During its chief years of development the exact statistics of wheat inspected at Winnipeg were as follows:

Year.	Bushels.	Year.	Bushels.	Year.	Bushels.
1900.....	12,355,380	1904.....	39,784,500	1908.....	75,466,030
1901.....	45,651,800	1905.....	65,849,940	1909.....	94,922,385
1902.....	51,833,000	1906.....	73,097,950	1910.....	88,269,330
1903.....	40,396,650	1907.....	54,404,150	1911.....	101,326,250
		1912.....	143,682,750		

Passing from such a vivid illustration of progress it is important to note how this City—the centre of a great agricultural production which in 1911 totalled 400,000,000 bushels—has gone quietly and steadily about the creation of industrial interests. In 1890, when the first stage of Western development commenced, Winnipeg (St. Boniface is included in the Census) had industries possessing a productive value of $5,611,240 and stood ninth amongst the manufacturing centres of Canada; in 1900, at the beginning of the second stage of progress, the value of Winnipeg's industrial output was only $8,616,248; in 1905 the output had increased to $18,983,248. The official Census of 1910 showed the total product to be $39,400,608 or an increase of 602·17 per cent. over 1890 and 357·20 per cent. over 1900. Winnipeg had, incidentally, reached fourth place in the list of industrial Canadian cities with only Montreal, Toronto and Hamilton ahead.

Taking the three Prairie Provinces the increase of manufacturing output between 1900 and 1911 was from $14,892,416 to $78,794,567

of which latter total Winnipeg had one-half. The total for Manitoba was, in 1911, $53,673,609 of which Winnipeg produced nearly three-quarters. In detail the City had in 1911 297 establishments or factories, an invested capital of $36,000,000, and employees numbering over 16,000, with wages paid totalling $7,614,646 monthly. Local requirements in manufactured goods were at this time stated by Mr. C. F. Roland, Industrial Commissioner, to total $140,000,000 a year. Careful records compiled by him showed that this demand included $25,000,000 in agricultural implements and machinery, $16,000,000 in hardware, $15,000,000 in groceries, $17,000,000 in dry-goods and textiles, $12,000,000 in the iron and building trades, $6,000,000 in boots and shoes and as much more for automobiles. Primarily a trade centre for supplying these and other products to the Western consumer Winnipeg had steadily widened its industrial scope and, in 1912, it had its rolling mills, structural steel plants, brass foundries, with many iron-works and machine shops; bricks, pressed stone, cement, lumber, sashes and doors, office and bank fittings, clothing, stained glass, flour and brewery establishments; the output of abattoir and packing houses was large and pickles and vinegar, bags and boxes, tin, galvanized iron and wire fences, baking powder, furniture, soaps, paints and oils, cereals, biscuits and confectionery, harness and saddlery, and many other items were produced for an ever-increasing circle of demand.

In 1911 Provincial returns showed the authorized capital of purely industrial new concerns locating in Winnipeg that year to be $7,695,000 while certain older industrial firms found it necessary, within the year, to increase their capital from $2,330,000 to $6,360,000. For the year 1912, 109 charters for purely industrial concerns were issued with a total capitalization of $19,427,000. Yet it is clear that the city is only on the verge of its development in this respect. In farm machinery, alone, the probabilities are enormous. The principal lines of machinery needed by the markets of the Canadian West are all classes of agricultural machinery, including steam, threshing, plowing and traction engines, municipal equipments such as road scrapers, rollers, etc., railroad cars and supplies, pumping outfits for city wells, excavating and mill machinery. Traction engines hauling eight, twelve and fourteen gang-plows are being brought into use throughout the prairie Provinces and seeding, reaping and harvesting the grain are all carried on in the same large way. Harvesting machinery is sold by the trainload, and it is by no means an uncommon sight to see a complete train of over forty cars loaded with threshing engines and separators coming into these Provinces from Eastern Canada or from across the border. Hence the obvious future before Winnipeg in this connection. It appears to offer much in the way of close and available markets; it has five great railways affording every facility for transportation and provides cheap electric power and light under municipal management; it offers reasonably cheap factory sites and a plentiful supply of various kinds of raw material. Finally, the Custom returns which, in 1901, only totalled $975,880, were in 1910

$5,001,624 and in 1912 $10,484,092—showing how great the steadily increasing imports were and what large opportunities of production might be found therein.

Meantime the City had been growing in other directions. According to the Dominion Census-returns its population had increased from 241 in 1871 to 7,985 in 1881, to 25,639 in 1891, to 42,340 in 1901 and to 136,035 in 1911. In and following 1900 Civic Census figures were collected yearly and these showed an increase of 5·6 per cent. in 1901, 8 per cent. in 1902, 14·6 per cent. in 1903, 15·6 per cent. in 1904, 15·8 per cent. in 1905, 22 per cent. in 1906, 9·5 per cent. in 1907, 5·4 per cent. in 1908, 3·3 per cent. in 1909, 8 per cent. in 1910, 14 per cent. in 1911 and 9·6 per cent. in 1912. The 1910 figures were in excess of the Dominion figures and totalled 132,720; those for 1912 were 166,553. Population changes so rapidly in these Western cities that a part of this discrepancy might be due to the difference of a few months in the date of taking; it is quite possible that the local figures are more nearly correct as being obtained by men familiar with the city and with previous yearly returns. However that may be, the growth was very striking.

In area, there was a similar expansion. From the boundless prairie—a land of which the fertility does not seem to have been understood or appreciated until modern days—Lord Selkirk had first carved out for himself what has since proved an empire of wealth. Of his 116,000 square miles along the Red and Assiniboine he gave freely in August, 1817, to his settlers; his heirs in 1836 sold all that remained to the Hudson's Bay Company for $414,000; in 1869 the Company surrendered their title to the British and Canadian Governments for $1,500,000 and one-twentieth of all the land surveyed for settlement. Then came the period of gradual growth, the village passed under town and then city conditions, fortunes were made and lost in 1880-5 by speculation based upon a future environment of production which was not to be in existence for many years. Similar fortunes were made in 1909-12 based upon actual development in a great surrounding region; if speculation occasionally went beyond the progress of this movement it had behind it and around it the obvious excuse.

Stretching out upon the prairie and curving in and around the junction of the two rivers Winnipeg came to include within its city limits 16,000 acres or about 25 square miles. St. Boniface, a flourishing manufacturing town of 8,000 people, connected with Winnipeg by several bridges across the Red River and with the latter city's outlying growth surrounding it on three sides, became a practical, though not technical, part of the Provincial capital. It boasts the possession of the Cathedral of a Roman Catholic Arch-diocese and the recent construction of terminal stock-yards and abattoirs which are the largest in Canada and said to be second only to Chicago on the entire Continent. Beyond St. Boniface and five miles east of the City another industrial suburb—Transcona—was founded in 1908 by the Grand Trunk Pacific which established their Western car-shops

and operating head-quarters upon what was then the bare prairie. In 1910 the Canadian Pacific also went to Transcona and formed what are described as the largest freight classification yards in the world. A number of factories followed the Railways and business, speculation, and settlement naturally developed. At Selkirk, 20 miles north-east of Winnipeg, the City's port for Lake Winnipeg grew into importance and it has changed gradually from the centre of a large local fishing industry into a suburban residential town reached by electricity from Winnipeg. With this growth of population—civic and suburban—came a corresponding increase in construction of houses, office buildings, factories, etc. In the 12 years of Winnipeg's chief growth the building permits granted were as follows:

1900.....	$1,441,863	1904.....	$9,651,750	1908.....	$5,513,700
1901.....	1,708,557	1905.....	10,840,150	1909.....	9,226,325
1902.....	2,408,125	1906.....	12,625,950	1910.....	15,116,450
1903.....	5,689,400	1907.....	6,309,950	1911.....	17,550,000
		1912.....	20,475,350		

Under all these conditions it was inevitable that assessments and values should go up and from 1904 they increased at a much greater rate than the population but not apparently out of proportion to the growth of business as shown in manufacturing, wholesale, banking, building and other statistics. The system of assessment up to 1909 placed land and improvements upon practically the same basis; after that date land was assessed at its full value and improvements at two-thirds of their valuation. In this way vacant lots and land held for speculative purposes contributed their full share to the city's revenues. As an illustration it may be said that in 1911 the assessment of land totalled $118,407,650 and in 1912 $151,795,740 or an increase of 28·2 per cent., and that in these years the assessment of improvements was, respectively, $54,269,600 and $62,584,700 or an increase of 15·3 per cent. It may also be added that a small business assessment is made which totalled in 1893 $3,034,100, in 1903 $5,399,490 and in 1912, under a different system, $4,619,280. The following table gives the facts for 20 years:

Year.	Assessment of Lands.	Assessment of Buildings.	Total Rateable Assessment.	Property Exempt from Taxation.	Population.
1893.....	$11,946,450	$6,712,150	$18,658,600	$4,550,330	32,119
1894.....	11,730,250	7,030,700	18,760,950	4,424,330	34,954
1895.....	11,716,010	7,409,500	19,125,510	4,518,780	37,124
1896.....	11,689,560	7,809,100	19,498,660	4,696,880	37,983
1897.....	11,622,630	8,123,300	19,745,930	4,876,820	38,733
1898.....	11,571,230	8,099,450	19,670,680	4,882,920	39,384
1899.....	11,614,340	8,435,550	20,049,890	4,996,100	40,112
1900.....	11,971,720	9,344,280	21,316,000	5,657,650	42,534
1901.....	12,259,730	10,095,870	22,355,600	5,949,600	44,778
1902.....	12,662,550	11,276,310	23,938,860	6,558,060	48,411
1903.....	17,920,600	12,953,310	30,873,910	7,722,770	56,741
1904.....	25,186,160	15,920,710	41,106,870	9,489,030	67,265
1905.....	33,293,110	20,492,960	53,786,070	11,876,170	79,975
1906.....	42,253,060	26,546,960	69,624,550	15,128,030	101,057
1907.....	59,504,110	34,321,850	93,825,960	18,587,940	111,729
1908.....	62,745,070	40,040,100	102,785,170	21,737,990	118,252
1909.....	65,449,220	42,548,100	107,997,320	23,405,520	122,390
1910.....	108,674,070	48,934,150	157,608,220	28,261,920	132,720
1911.....	118,407,650	54,269,600	172,677,250	27,511,350	151,958
1912.....	151,795,740	62,564,700	214,360,440	33,241,140	166,553

Meantime there had sprung up an element of expansion which brought much money into the City, great prosperity to individuals, and some criticism from outside investors and financial interests. In itself the Sub-division practice or plan was simple, obvious and natural. With thousands of people pouring into the City, with land values rising and building demands in excess of the supply, it was inevitable that surrounding prairie districts should be bought up by speculative interests, divided into lots and sold to any one who would buy—at home or abroad. During the progress of settlement and development it was and is clear that Winnipeg and similar centres must be hives of industry, activity and investment. The land seeker, the British visitor, the United States prospective settler, all spend money freely. Large supplies have to be bought and, incidentally, the purchase of a lot in the City through which all must pass and in which many must stay is a simple matter. In ten years the Bank clearings had increased by 1,000 millions, more than 700 million bushels of grain had passed the inspection mark, the industrial output had increased five-fold, new buildings costing 100 millions had been erected, the value of real estate within the City had increased from 22 to 214 millions.

The lots sold in 1905 doubled, trebled or quadrupled in value by 1910—why should not similarly placed lots increase in the same ratio by 1915? The argument was appealing and very frequently good. Unfortunately the unscrupulous speculator as well as the scrupulous one had to be considered and he became a factor in Winnipeg as in all Western and some Eastern cities. The truth seems to be that the real values of Sub-divisions in or around a City such as Winnipeg have depended and must always depend upon (1) their proximity to the expanding portions of the town, upon (2) their ability to attract residents or industries, upon (3) the class of construction in the former case and the proximity to railways in the latter. To understand these values the employment of reliable agents by outside investors is essential or else the obtaining of personal knowledge. If the purchaser of a lot is taking his chance as the American cowboy would in a game of cards he has chiefly himself to blame should the result be disastrous; although it might be possible to enact legislation which would prevent positive fraud in prospectuses, etc. Speaking to a London journal called *Canada* on June 15, 1912, Sir William Wiseman, Bart., M.P., made these very sensible remarks:

> As far as Western real estate generally is concerned I think it is quite a wrong impression to imagine that it is overdone. A great deal more money is bound to be made in real estate because the cities are all growing. It is impossible to compare real estate values in Canada and England. It is much fairer to make a comparison between Canada and the United States, and if you do compare the big cities of Canada and the United States, you will find that Canadian real estate values are not at all unduly high. One point to be remembered is that the street-car is used very much more in Canada than it is here, and that it enables people to move much further out and yet be within easy reach of their business. Another point is that in Canada there are comparatively few

good roads, and the tendency of a city is not to spread out regularly all round, but to spread out along the main roads. The line of development is along the line of accessibility.

Within Winnipeg city limits profits made under judicious investment have been very great and will probably continue to be so in varying localities. One real estate agent reported in 1912 26 sales netting the original British purchasers a total of 237 per cent. profit in two years. Others who invested wildly might, at the same time, lose their money or have to hold their land indefinitely. Even in these latter cases there is always a possibility of the City's extension taking some unexpected direction and the rash speculation then becomes an excellent investment. Take, for instance, the original holders of land in, or close to, the Transcona suburb or the owners of property on Portage Avenue near where the Hudson's Bay Company in 1912 paid $1,000,000 for a building site! Speculation is, of course, risky whether in land or in stocks and, while any fraudulent sub-division mongers who exist are to be denounced, their action or policy does not in reality affect, nor should be allowed to injure, the credit and good name of greatly prosperous and progressive centres.

The indebtedness of Winnipeg has been, in the main, the creation of half-a-dozen years—the period of its greatest progress. On Apl. 30, 1906, the net public Debt (less sinking funds) was $6,995,943, at the same date in 1907 it was $8,323,299, in 1908 the total was $14,028,753, in 1909 $16,978,941, in 1910 it was $18,928,671, in 1911 it was $22,976,262, and on Apl 30, 1912, the total was $26,928,952. Some of this increasing liability was incurred for reproductive purposes and the gross Debt of $30,134,482 in 1912 included $4,370,000 spent upon the Hydro-Electric plant and water-power facilities which, upon completion, reduced the rate for power from 9 cents per kwh. to less than 3 cents and has since afforded special industrial rates as low as 8-10 of a cent per kwh. with current for domestic appliances at 1 cent. per kwh. The gross expenditure upon water-works was $5,154,985. Local improvements represented a total of $11,238,683, the high-pressure fire service water-works cost $929,902 and there was a general expenditure of $6,940,910 with a school district expenditure of $1,500,000. An important point in the general and local improvement items was the sum required for new streets and sewers and for the extension of services rendered imperative by the increasing population and ever-broadening city limits. Water distribution and sewerage systems were necessities which grew in their requirements beyond ordinary revenue possibilities while some attention had to be paid to special needs such as parks and boulevards and hospitals.

To offset this indebtedness there is the obvious fact that by 1912 the City owned, controlled and operated its public utilities including light, heat, power, and water supply. Between 1902-12, also, the rateable assessment increased from $690 to $1,223 per head and the industrial output from $190 to $2,285 per head. The City's balance

sheet in 1912 showed Assets totalling $43,147,314 of which fixed properties described as remunerative and realizable stood at $10,574,154, Sinking funds at $3,205,529, and Expenditures to be recovered $1,140,983. The nominal excess of Assets over all Liabilities was stated at $5,119,501. By Dec. 31, 1911, also, the City possessed 203 miles of sewers, 79 miles of asphalted streets, 35 miles of macadamized roads and 25 miles of cedar blocks; it had 99 miles of granolithic sidewalk, 352 miles of plank walks, 246 miles of grading and 233 miles of watermains. The construction of Winnipeg's pavements as well as of its buildings had been excellent and of good material. To meet these expenses a portion of the Civic debt was incurred but the chief part was borne by the City's taxation which, during a period of 19 years, was as follows, with Local Improvements included in the total but not specified in a separate column:

Year.	Municipal.	Business.	Schools.	Total Taxes.	Rate on the $, General Taxes, Mills.	Arrears, 30th April.
1893..	$284,419	$59,468	$85,000	$475,714	19·60	$239,103
1894..	280,836	63,511	90,000	495,977	19·60	293,202
1895..	292,839	60,869	94,000	521,603	20·00	300,022
1896..	297,820	61,235	96,500	531,422	20·00	347,447
1897..	302,318	61,721	98,090	555,009	20·00	329,125
1898..	323,436	68,391	104,590	607,245	21·50	261,099
1899..	313,854	73,729	117,930	629,835	21·25	293,559
1900..	375,655	76,201	120,595	725,124	20 mills on bus. tax. valuat'n; 23¼ mills on realty valuation.	319,708
1901..	421,745	81,515	126,975	823,459	20 mills on bus. tax. valuat'n; 20·50 mills on realty valuation.	273,271
1902..	421,668	108,739	135,210	876,126	23·25	285,217
1903..	505,269	116,089	158,823	1,035,430	21·50	204,104
1904..	526,891	120,837	172,220	1,087,099	17·00	248,720
1905..	849,927	176,148	210,000	1,584,736	19·70	312,834
1906..	1,005,133	194,880	241,800	1,909,421	17·90	442,319
1907..	1,145,603	246,734	357,000	2,328,843	16 mills gen. assess. 8 1-3% bus. assess.	565,295
1908..	1,183,186	199,743	360,000	2,400,894	15·00	815,231
1909..	1,206,518	206,251	415,000	2,533,054	16 mills gen. assess. 6 2-3% bus. assess.	871,206
1910..	1,226,645	224,133	476,430	2,708,559	10·80 mills gen. ass. 6 2-3% bus. assess.	751,887
1911..	1,693,385	269,165	595,500	3,428,507	13·25 mills gen. ass. 6 2-3% bus. assess.	798,888
1912..	1,806,325	307,952	766,000	3,808,900	12·00 mills gen. ass. 6 2-3% bus. assess.	834,422

Educationally, the history of Winnipeg has been of exceptional interest. It has had a place in the public mind of Canada and in a part of the political annals of the Dominion because of the Provincial Act of 1890 in which state-aided schools were made free and non-sectarian; it has had to deal in later years with bi-lingual complications caused by the influx of people having many tongues and many racial divergencies. The City's public school system has since 1908 been directed by a Department of Education, presided over by the Minister of Education—the Hon. G. R. Coldwell, K.C., and his Deputy, Robert Fletcher, B.A. There is an Advisory Board for the purpose of assisting the Department in technical matters and consisting of ten Members appointed by the Department or elected by other bodies. Provision has been made for both primary and secondary education and the primary course extends over eight years.

Secondary education is carried on in the High Schools and Collegiate Institutes. The first Institute was established in 1881 and there were three in 1911 with 32 teachers and 1,456 pupils having choice of three courses—a two-year course leading to a certificate of competency in commercial subjects, a three-year course leading to matriculation in the University, and a four-year course for a teacher's certificate of the first class.

Professional training for teachers is given in the Provincial Normal and Model Schools. Supervision of the various schools has been in charge of experienced and skilled Inspectors of whom the first to be appointed was Dr. George Bryce in 1876. The funds for the maintenance of the schools are raised by a general municipal tax sufficient to give to each school district $240 per annum for each teacher, and by a special levy on the land situated within the school district, for whatever sum may be necessary in addition to the amount received from the municipality and the Government's grant which is $130 per school. The City expenditure upon Schools was $85,000 in 1893, $135,210 in 1903, and $766,000 in 1912. Two adequately equipped Technical Schools costing $400,000 each were added in 1912, and attendance warranted further additions in this branch of education. Other educational statistics of the City are interesting though the great period of expansion was, of course, after 1900. In 1871 there was one school-building, one teacher and 35 pupils in Winnipeg; in succeeding decades or years the figures were as follows:

Year.	Teachers.	Buildings.	Value of Buildings and Sites.	Pupils.
1876.....	4	2	$3,500	123
1886.....	49	11	220,000	2,831
1896.....	96	14	397,000	6,374
1900.....	119	16	487,000	7,500
1903.....	140	18	750,000	9,500
1904.....	168	19	774,500	10,308
1905.....	192	21	1,071,701	11,675
1906.....	220	26	1,213,931	13,445
1907.....	248	30	1,552,753	14,802
1908.....	266	34	1,971,479	15,449
1909.....	297	33	2,300,000	16,070
1910.....	340	33	2,800,000	17,738
1911.....	375	37	3,462,159	19,750
1912.....	450	42	4,185,000	22,500

The University of Manitoba has only a small building though a new structure is, in 1912, underway. It has been and is confined to instruction in a rather limited number of subjects and was originally founded in 1871 as an Examining body only. It now teaches Mathematics, Chemistry, Physics, Botany, Physiology, Pathology, Bacteriology and Civil and Electrical Engineering. Chairs in English, History and Political Economy have, also, been established, and an endowment of 150,000 acres of land granted by the Province. The Classics and Modern Languages are treated in affiliated denominational Colleges—St. Boniface, Roman Catholic; St. John's, Church of England; Manitoba College, Presbyterian; and Wesley College, Methodist. There were in 1911-12 744 students in attendance at the University with 23 Professors, Lecturers, etc.

Agriculture is taught at the Provincial Agricultural College near Winnipeg. Greatly increased attendance and need of enlarged facilities compelled the building of a new agricultural College, which was started in 1912. This, when completed, will cost $5,000,000, and the plans have been characterized by experts of wide experience, as those of the most modern institution of its kind on the Continent. An educational innovation was inaugurated in Winnipeg in 1911 by a special Committee of the Winnipeg Industrial Bureau, providing vocational talks by business men to school boys in the higher grades. This plan is found to be of value in directing the thoughts of the boys, on what their life's work is to be, and has already been adopted by some large American cities.

In other lines of progress the record of Winnipeg has been attractive, but a few only can be indicated here. For many years it was the Western head-quarters for the Federal offices of the Dominion Government and still remains the centre—the Custom House in which returns multiplied five-fold from 1906 to 1910; the Registry of Shipping, Excise, Weights and Measures, Dominion Lands, Oil, Gas, and Electric Inspection, Food Products Examination; the Post Office with revenues increasing from $125,000 in 1901 to $1,167,760 in 1911; Grain, Flour and Hide Inspection, the Intelligence Office, Immigration Office, Receiver-General, Government Savings Bank, etc. It is the head-quarters of the Provincial Government and its Departments, of the Supreme Court of the Province and of the Hudson's Bay Company. A somewhat unique institution is the Winnipeg Industrial Bureau which was organized in 1907 with C. F. Roland as Commissioner and with the object of making Winnipeg better known to the world's industrial and investment interests. It started with seven affiliated City organizations and 64 members which, by 1912, had increased to 28 organizations and 840 members. During these years it obtained considerable sums of money for practical work, erected a large building for Exhibition and business purposes, a fine fire-proof Art Gallery and a Convention Hall with 5,000 capacity; and won the co-operation and support of the public. Its President in 1910 and 1911 was F. W. Heubach and in 1912 W. J. Bulman.

A Provincial institution organized by the Industrial Bureau for development along agricultural lines was the "Million for Manitoba League" formed on Jan. 12, 1912, under the Presidency of W. Sanford Evans, the first President of the Bureau, and with the object of promoting knowledge as to Manitoba and encouraging immigration to the point of a million population within a short period—a result which would, incidentally, prove of great importance to Winnipeg. Another organization, started by the Winnipeg Industrial Bureau in 1911, was the Imperial Home Reunion Association, which is Imperialistic in spirit and has become National in scope. Twenty-six Canadian cities now assist deserving British settlers to bring out their families from Great Britain and Ireland, the Winnipeg branch having already brought out some 1,500 wives and children at a cost of sixty thousand dollars in transportation, without loss to the Association, the

money having been repaid by the applicants in small sums. Of the older public organizations the Grain Exchange of Winnipeg was formed in 1887 and had a career intimately associated with the ups and downs of the City and the growth of its grain trade to the very high point of present success. Since 1887 its directing force has been the Secretary, Mr. Charles N. Bell. A re-organization took place in 1908 with John Fleming as President, succeeded by H. N. Baird in 1098-9, George Fisher in 1909-10, A. D. Chisholm in 1910-11, Donald Morrison in 1911-12 and Andrew Kelly in 1912-13. A more modern organization, connected with a different element of progress, is the Real Estate Exchange incorporated in 1903 with R. D. Waugh, C. D. Shepard and A. H. Oakes amongst its later Presidents. A most important organization was, of course, the Board of Trade. It entered into the life and development of the City at all points and frequently dealt with subjects of Provincial, National and Imperial importance. Founded in 1879 its Secretary since 1887 has been Charles N. Bell, and to him, as with the Grain Exchange, much of its success was due. The Presidents were usually representative men, intimately associated with the growth of the City, as the following list will indicate:

Year.	President.
1879	Hon. A. G. B. Bannatyne.
1880	A. F. Eden.
1881	W. H. Lyon.
1882	Jos. Mulholland.
1883	C. J. Brydges.
1884-6	Kenneth McKenzie.
1887	J. H. Ashdown.
1888	George F. Galt.
1889	James Redmond.
1890	R. J. Whitla.
1891	Stephen Nairn.
1892	J. E. Steen.
1893	F. W. Stobart.
1894	W. B. Scarth.
1895	R. T. Riley.
1896	F. H. Mathewson.
1897	D. W. Bole.
1898	A. M. Nanton.
1899	E. L. Drewry.
1900	D. K. Elliott.
1901	Wm. Georgeson.
1902	John Russell.
1903	G. R. Crowe.
1904	H. W. Hutchison.
1905	A. L. Johnson.
1906	A. Strang.
1907 (part)	G. F. Carruthers.
1907-08	J. B. Persse.
1908-09	H. M. Belcher.
1909-10	E. D. Martin.
1910-11	F. W. Drewry.
1911-12	H. Bruce Gordon.
1912-13	E. A. Mott.

The great Land Companies do a large business from and through Winnipeg, the Loan and Insurance Companies of the East have headquarters there, the Bank of Montreal and the Canadian Bank of Commerce have buildings notable for their cost and size and architectural beauty, the Winnipeg General Hospital is a splendid institution and others of a charitable, religious or educational nature are to be seen in every direction. The City has for years been proud of its Athletic associations. The Senior Four of the Winnipeg Rowing Club have twice been amateur champions of America. The Hockey Club has held the championship of the world and the Dominion and International trap-shooting championships have also been captured. In curling, skating, snow-shoeing, lacrosse, golfing, cricket, football, bicycling, lawn-tennis and rifle shooting, the young men of Winnipeg have been prominent and strong efforts have been made to keep these sports free from professionalism. Social Clubs of all kinds have in recent years been a special feature of Winnipeg's private life, while of secret and fraternal associations there are large numbers. The

National benevolent societies are well organized and do much good and useful work. Several music and dramatic associations flourish. The Manitoba Historical and Scientific Society maintains a library and museum and has published a large number of valuable papers. The City also has a Free Public Library and a valuable Legislative Library. It may be added that Winnipeg is 710 feet above sea level and is one of the world's healthiest cities with a death-rate in 1911 of only 13·6 per 1,000 inhabitants. The city's artesian well water is unexceled for its purity. The summer days of Winnipeg have 16 hours' sunshine while winter is marked by clear weather and an absence of moisture which makes the climate agreeable and even in the coldest weather exhilarating and bright in the extreme.

Since 1907 the Civic Government has been vested in a Mayor, a Board of Control composed of four members and the Mayor, and 14 City Councillors, all elected by ballot—taxpayers and tenants who are British subjects by birth or naturalization being qualified to vote. The Board of Control is, in 1912, the executive body and as such deals with all financial matters, regulates and supervises expenditures, revenues and investments, directs and controls Departments, nominates all heads of Departments, prepares specifications, advertises for tenders for work, materials and supplies required, inspects and reports to the Council upon all municipal works being carried on within the City, and administers its affairs generally except as to the Public Schools and the Police Department. The former is under control of the Public School Board elected annually by the ratepayers, and the latter under the Board of Police Commissioners, which consists of the Mayor, the County Court Judge, Police Magistrate, and two Aldermen appointed by the City. The Mayors of Winnipeg, it may be added here, have done their share in promoting Civic development and welfare—many were men of the highest character and attainments. The names are as follows:

Year.	Mayor.
1874..	Francis Evans Cornish, Q.C.
1875..	William Nassau Kennedy.
1876..	William Nassau Kennedy.
1877..	Thomas Scott.
1878..	Thomas Scott.
1879..	Alexander Logan.
1880..	Alexander Logan.
1881..	Elias George Conklin.
1882..	Alexander Logan.
1883..	Alexander McMicken.
1884..	Alexander Logan.
1885..	Charles Edward Hamilton.
1886..	Henry Shaver Weshook.
1887..	Lyman Melvin Jones.
1888..	Lyman Melvin Jones.
1889..	Thomas Ryan.
1890..	Alfred Pearson.
1891..	Alfred Pearson.
1892..	Alexander McDonald.
1893..	Thomas William Taylor.
1894..	Thomas William Taylor.
1895..	Thomas Gilroy.
1896..	Richard William Jameson.
1897..	William F. McCreary.
1898..	Alfred J. Andrews.
1899..	Alfred J. Andrews.
1900..	Horace Wilson.
1901..	John Arbuthnot.
1902..	John Arbuthnot.
1903..	John Arbuthnot.
1904..	Thomas Sharpe.
1905..	Thomas Sharpe.
1906..	Thomas Sharpe.
1907..	James H. Ashdown.
1908..	James H. Ashdown.
1909..	W. Sanford Evans.
1910..	W. Sanford Evans.
1911..	W. Sanford Evans.
1912..	Richard D. Waugh.
1913..	Thomas R. Deacon.

Of the future of Winnipeg little need be added to a narrative which indicates the certainty of greatness. Geographically it is the heart of the continent and of Canada; it is the gateway of a West which

must grow to splendid proportions in production, population and wealth; it is the capital of a Province where public prosperity and individual opportunity are manifest. As the Canadian West and North unfold their almost limitless wealth in land and forests and mines and fisheries; as their railway facilities increase to meet the new and greater output of rich commodities; as the demands of life and trade weave an ever-growing fabric of production over an ever-widening area of settlement; so the importance of Winnipeg must grow and the fundamental resources of Winnipeg expand.

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RECORD FOR 1912

Mines	$32,600,000
Fisheries	13,677,125
Timber	28,730,000
Agriculture	21,641,928
Manufactures	45,000,000
Total production	$141,649,053

Imports	$49,345,161
Exports	20,272,840
Total trade	$69,618,001

Total funded debt	$9,229,425
Available cash balance	8,340,111
Net liabilities	$889,314

Full information regarding British Columbia on application to Hon. J. H. Turner, Agent-General for British Columbia, Salisbury House, Finsbury Circus, London, E.C.; or Frank I. Clarke, Secretary, Bureau of Provincial Information, Victoria, B.C.

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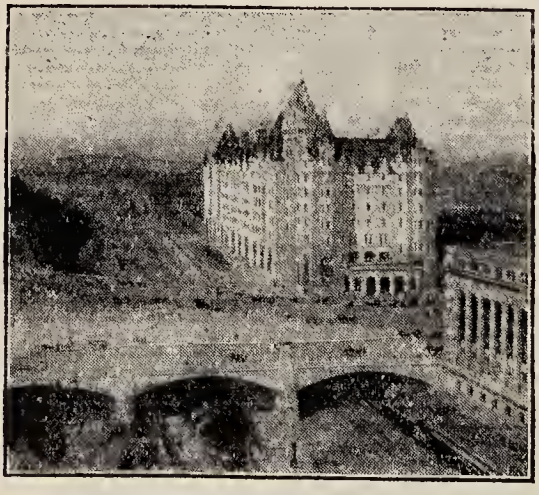

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